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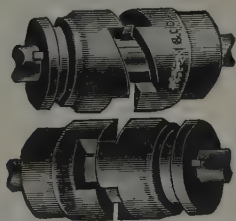
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Maroa Mfg. Co.,

Maroa, Ill.

The Monitor Cracked Corn Separator

This is the Original Combined
Cracked Corn Separator
and Corn Meal Aspi-
rator and Grader.

If you wish to prepare straight or fancy grades of cracked corn for chick or poultry feed—perfect grades of table meal, feed meal or grits this machine will prove entirely satisfactory for these purposes.

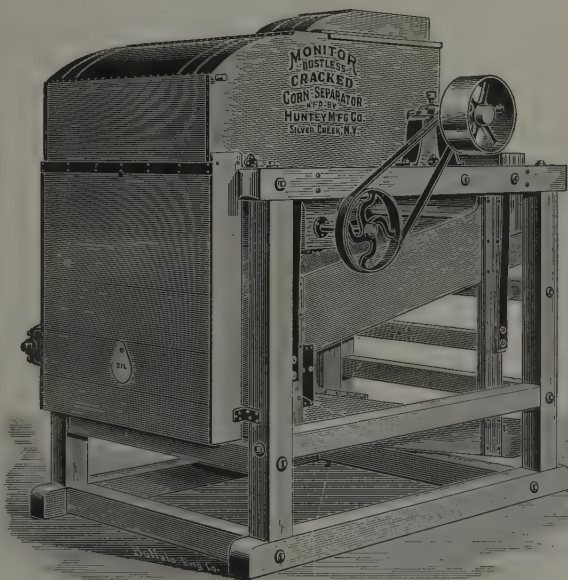
Interesting testimonials and samples of work accomplished sent on request.

We Guarantee Results

Allowing 30 Days' Trial.

HUNTLEY MANUFACTURING CO.,

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AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the

Railroads and Grain Terminals



"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

Avery Scale Co.

North Milwaukee . Wisconsin

BRANCHES

New York	Boston, Mass.	Indianapolis, Ind.
Chicago	Chambersburg, Pa.	Kansas City, Mo.
St. Louis	Des Moines, Ia.	Minneapolis, Minn.

The NATIONAL

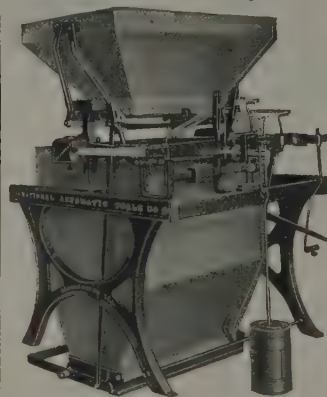
Is the Automatic Scale you have been looking for. A scale that will cause you no worry and one that

you can swear by. A scale that will accurately weigh your grain while you do something else.

TO OPERATE: Turn on the grain and "let'er go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.

The simplicity of the NATIONAL, together with our long

experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval. Address



The NATIONAL Automatic Scale Co.,

215 E. Douglas St. Bloomington, Ill.

There is a Big Profit in Clipping Oats

Sometimes it happens that we can give grain dealers the benefit of our excellent buying facilities, unexcelled by no company in the world.

We have a bargain for you today:

Two Invincible Oat Clippers

There is no better Oat Clipper made than the **Invincible**, and we have two No. 9 Invincible Oat Clippers. These machines will clip oats very rapidly, reducing waste to the minimum; parts easily adjustable and machine will clip any oat that grows.

We will give you an opportunity right now to make a profit on the price of these clippers, which are re-built guaranteed at second hand prices. Write right now for our figures on these Oat clippers. They are bargains at our low prices.

Also 2 No. 8 Eureka Warehouse and Elevator Separators; capacity 1,800 bu. per hour; thoroughly rebuilt, practically good as new. Great saving over cost of new ones.

5 No. 4 Barnard & Leas Counterbalanced Elevator Separators, capacity, wheat 1,200 bu. per hour; corn, 3,200 bu.; corn and oats, 2,500; barley, 900 bu. per hour.

Write for New Catalog No. 65.

B. F. GUMP CO.

Clipper Dept.

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Chicago

Consign Your LIVE STOCK to

Benedict, Murray & McDowell

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OUR pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter.

Clark's Decimal Grain Values

SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels. Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

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You must have it to make profit on the long and short jobs. You get what you are looking for in the

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The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

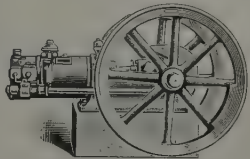
The proposition we make to introduce will appeal to you. In writing state size wanted.

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we have been engaged exclusively in building **OTTO** Gas and Gasoline Engines. During that time we have grown from a plant having a yearly capacity of 50 engines to a large plant covering a city block, capable of turning out over 2,000 engines a year. The



"**OTTO**" was the first successful gas engine built. In the succeeding issues we will tell you **why** **OTTO** engines are successful and why it is to your advantage to buy an **OTTO**.

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Reliable Powers For Elevator and Warehouse Men

It is worth something to you to be sure of your power and to have to give it only slight attention.

Dependable starting and regular, smooth running are well known features of the simple, strong

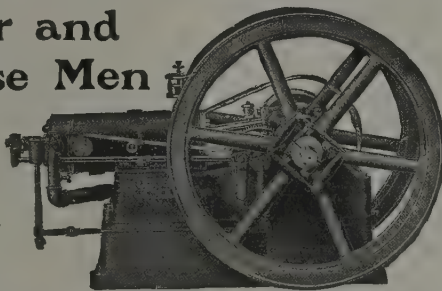
I. H. C. Gasoline Engines

I. H. C. engines give the maximum of service at the lowest cost of production. And none but high class, perfect working machines are ever permitted to go out from the I. H. C. works. The numerous styles adapt them to the running of all kinds of machinery.

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Horizontal (portable and stationary) 4, 6, 8, 10, 12, 15 and 20-horse power.

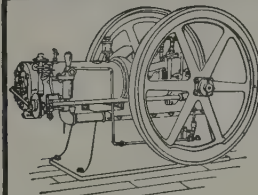
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Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. Send for it. Horizontal and vertical 2 to 500 HP.

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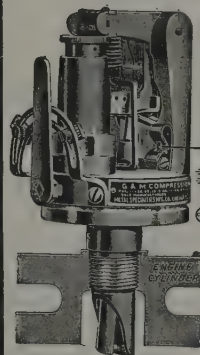
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Used by the U. S. Government.
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Let us tell you why.

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G. & M. Compression Igniter

A Revelation in Gas Engine Ignition



This Igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you MONEY, TIME AND TROUBLE

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If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

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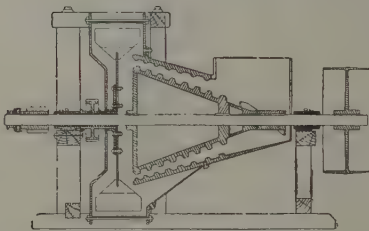
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THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction elevator because:

It costs less.

Can be built quicker and at all seasons of the year.

It keeps the grain absolutely free from moisture.

There is no danger of cracked walls or from settling foundations.

In case it is desired to move the elevator there is at least 50% salvage.

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Better have
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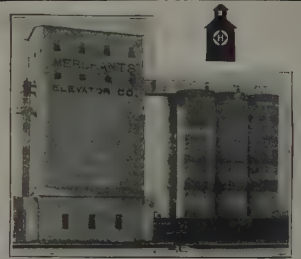
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**Grain Elevators
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GRAIN ELEVATORS

Should be built to hold all the grain put into them.
Economical in operation. Equipped to do a large amount
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IF YOU USE
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In 1908 we built 38 new elevators. Repaired and remodelled 8 and made plans for 7. Surely some reason for the large amount of business. If you want to know write to-day to

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Canadian Pacific Fire Proof Grain Elevator

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Note the convenience our design offers for attaching legs, gates and hoppers.

We make Wood Elevator Boots, either with or without Takeup Boxes, and with Pulley or Sprockets as desired.

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¶ Where the fire risk is very great, as in flour mills and grain elevators, the new skeleton frame induction motor, manufactured by the General Electric Company specially for mill work, is cheaper, safer and more enduring than any other form of power or style of motor.

¶ Motor drive guarantees reduction in power used and increase in production and capacity.

¶ The skeleton frame induction motor guarantees safety, economy and simplicity.

¶ Follow up this suggestion by writing for the story of Motor Drive and the Skeleton Frame induction Motor Book No. 762-E.



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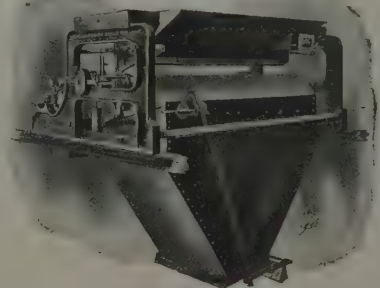
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GARRETT, ILL., Dec. 11, 1908.

"I have thoroughly tested the Richardson Automatic Scale and find it to be correct and absolutely safe as a shipping scale. The 2000-bu. scale will weigh as fast as any one wishes to load.

I heartily recommend the Richardson Automatic Scale to any one expecting to buy an Elevator Scale."

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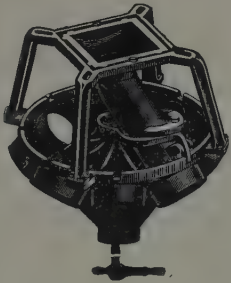
In buying the RICHARDSON ELEVATOR SCALE
you buy something that is ABSOLUTELY SAFE

Richardson Scale Company

6 Park Row NEW YORK

122 Monroe Street CHICAGO

415 Third Street South MINNEAPOLIS



You Can Fill A Bin Full

of grain by a dozen different methods, if you give it attention, and take the time; but it pays to get a reliable mechanical device to do it. A crude appliance that won't do it, can't do it, without spilling, mixing,

and wasting it don't pay.

That is the most costly way of all. The appliance don't cost much, but the grain that it mixes and wastes does. That's one reason why some elevators don't pay.

THE HALL SIGNALING DISTRIBUTOR

is so simple, it never gets out of order; lasts forever; and distributes every kernel in the right bin; fills the bin chock full; never back-logs into the boot; and is operated entirely from the lower floor with **absolute accuracy**.

Such a device pays, over and over. Ask any neighbor who uses it. They are everywhere. We will send you a list of them.

*We send free on trial for
proof by yourself*

Hall Distributor Company, 222 Ramge Bldg., Omaha, Neb.

Take Capacity for Instance.

Let us ask you this: Can you in your terminal elevator, with 12-inch buckets, keep your dump or pit clear, when unloading a car into it, without detaining the unloaders a second?

We are doing it every day with a

Hall Non-Chokable Boot

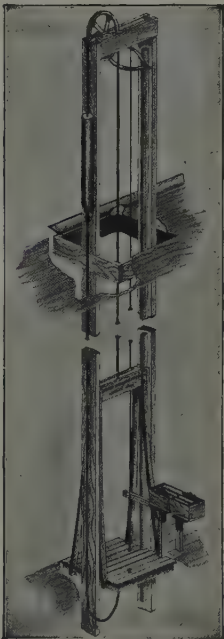
in less time than you can do it with 24-inch buckets.

In a country elevator we use 7-inch buckets and elevate grain from the dump faster than it can be filled from wagons.

This pre-eminence means 100 per cent increase in operating capacity of your elevator, (or what is practically the same thing, if building anew it saves in cost of leg equipment.)

We send it on trial guaranteeing results, to be tested by you.

*Catalog E
Tells All
About It.*



THIS PASSENGER ELEVATOR

**Decreases Cost of Insurance, Prolongs Life,
Makes All Portions of Elevator Quickly and
Easily Accessible, and Then Some.**

This photograph of our Passenger Elevator doesn't begin to tell all the truth about it. If you could come into our large factory; see scores of men at work, each with his own particular work to do in a most particular manner you would understand why this manlift is the most popular on the market. Every timber which goes into the manlift is hand picked; every bolt and every screw is under constant inspection until the manlift is finished without a flaw.

Every manlift which leaves our shop is worthy to be called a "SAFETY" and you may be absolutely certain that under any and all conditions you will be as safe upon it at the top floor of the elevator as the bottom.

Our self-lifting elevator is easy to operate; requires about half the space it would take for a stairway; moves by a slight pull on the hand rope; adjusted by equalizing weights. This manlift is supplied with a brake attached to the floor of the car, always under the control of the operator. A safety lock prevents the elevator from falling in case rope should break.

Reduce your fire hazard and decrease the cost of your insurance by installing our manlift. Insurance companies realize its value for lifting in case of a fire in cupola or above main floor and make allowance for it.

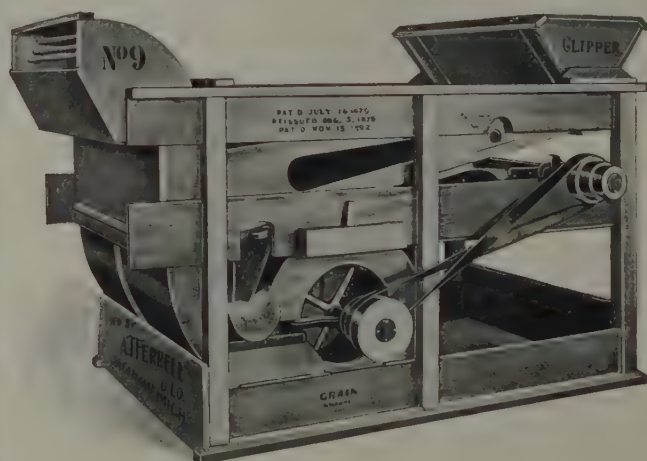
Cut
this off
when answering advertisement or requesting information and ask us for a useful, handy pocket souvenir free.

The Philip Smith Mfg. Co.,
SIDNEY, OHIO.

The "CLIPPER" CLEANERS

stand without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

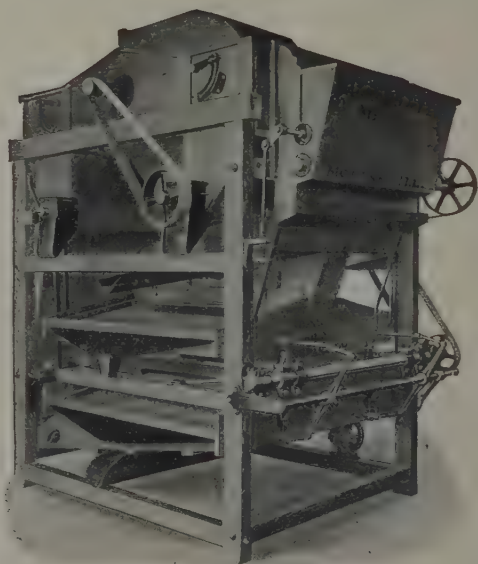
Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern improvements.



The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction. Write for prices, catalog and screen Sample Plate.

A. T. Ferrell & Co.
SAGINAW, W. S., MICH.



Cornwall Double Separator

THE latest and best Elevator and Warehouse Separator on the market.

Will clean all kinds of grain and seeds.

Has both kinds of sieving motion. Sieves with their motion in line with the travel of the grain for removing straw and other coarse impurities and sieves on which the grain travels across the line of motion for making very close separations.

It removes the fine sand and seed at the head of the sieve.

Our sieve cleaners clean every inch of the sieves several times a minute. They work under the sieves and consequently lift the trash out of the holes and cause it to fall over instead of assisting it to pass through with the grain.

Both the air and sieve separations are at all times under the complete control of the operator.

Every sieve is at all times in plain sight and can be removed easily and quickly without disturbing any other part of the machine.

Other features described in our latest circular.

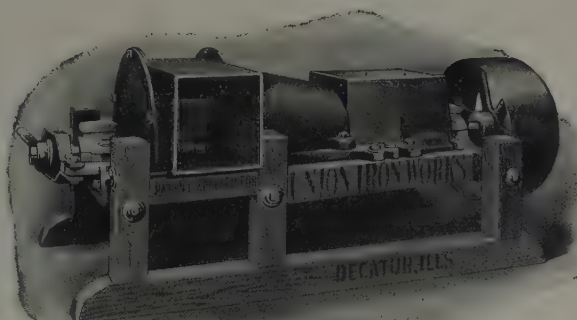
We also make a full and complete line of Feed Mills, Corn Shellers and Cleaners and furnish Elevator Supplies of all kinds.

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Builders of Elevator Machinery and Supplies,

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THE "WESTERN" PITLESS SHELLER.

The many satisfied users of "Western" elevator machinery are the best evidence of its superiority.

We pride ourselves on prompt shipments.

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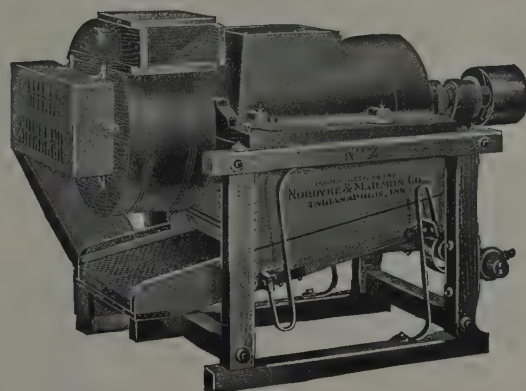
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MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

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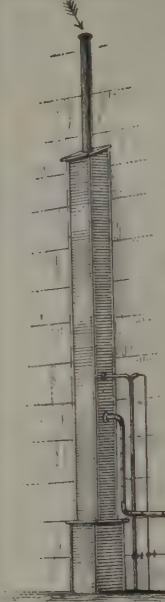
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PURIFIER STACK



This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

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PURIFIER CO.**

EARL PARK,
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Eventually

you will realize the folly of paying corn price for water; why not install a

HESS (U. S.) MOISTURE TESTER

now, and begin handling the new corn right.

Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

PRICES F. O. B. CHICAGO:

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Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

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P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

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MOISTURE



should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every elevator man to dry grain, for the

“Eureka” Grain Dryer

is within the reach of all, and it is practical too. This dryer produces positively the most uniform and satisfactory results in drying, cooling and conditioning damp, wet and musty corn or wheat. The “Eureka” Dryer is automatic and continuous in operation. Equipped with automatic force feeder and delivery.

Is not an experiment. Many in operation in all parts of the country.

**Most Economical to Operate. Easily Installed. Built in All Capacities.
Prompt Delivery. Absolute Satisfaction Guaranteed.**

Full Particulars on Application

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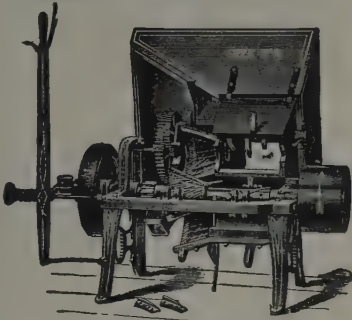


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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind *Kaffir* Corn in the Head. *Have Conical Shaped Grinders*. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

Your Profits

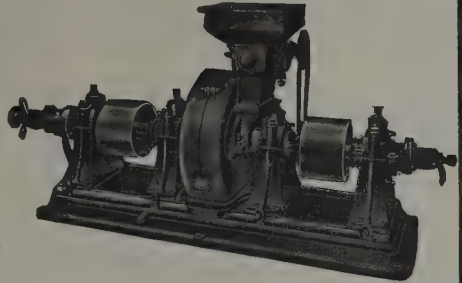
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

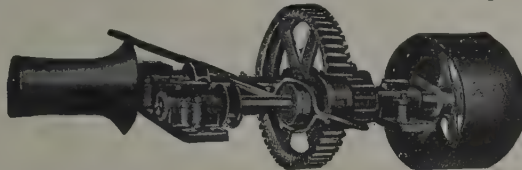
SPROUT, WALDRON & CO

P. O. 260, MUNCY, PA.



THE REASON

most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

BURRELL MFG. CO., 253 South Jefferson Street, CHICAGO

COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

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GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

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BUFFALO GRAIN TESTER WITH HOPPER

FOR FILLING CUP
INSURES ABSOLUTE
ACCURACY



BUFFALO SCALE CO.
CHICAGO - BUFFALO - NEW YORK

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

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Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,
By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either chucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for
Catalog



ELEVATORS FOR SALE.

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE:—Three elevators on the B. & M. in Southeastern Nebraska. Address Ral, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, lumber yard and coal business at Holmes, Iowa. Price \$4,000. Address Veldhouse & Son, Holmes, Iowa.

TWO ELEVATORS for sale, best grain county in the state, located at Bessey and Cordell. Address Lorenz & Geis, Cordell, Okla.

PAYING ELEVATOR and Mill for sale in good Southern locality. Good reason for selling. Address Texas, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator, coal, flour and feed. All modern. Good business. In central Wisconsin. Address Farm, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND WAREHOUSE for sale at best grain receiving station in Oklahoma. Feed and coal business in connection. Address Bell, Box 5, Grain Dealers Journal, Chicago.

FOR SALE OR EXCHANGE—Cribbed Elevator in Central Iowa. Capacity 60,000. Handle from 150,000 to 200,000 bushels per year. Address Swiss, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator and lumber yard in small town eastern Iowa. Good point. Rich farming country. Price right. Good reasons for selling. Address 1632 2nd Ave. E., Cedar Rapids, Iowa.

FOR SALE: FIVE COUNTRY ELEVATORS on Santa Fe between Florence and Lyons, Kansas, also Terminal Elevator 75,000 bu. capacity at Florence. For particulars address David Heenan, Wichita, Kansas.

FOR SALE: Grain elevator 40,000 Bus. capacity, on Soo Line, Carrington, N. D. Three other elevators in town: one independent, two line houses; no trades. Address B. L. Russell, Secretary, Carrington, N. D.

ELEVATOR FOR SALE—In town of 600 for \$9,000. Can accept \$5,000 cash. Capacity 35,000, cribbed, and very modern. One competitor. Station handles 450,000 bushels annually. Address James M. Maguire, Campus, Ill.

FOR SALE—Two elevators in Okla. One on C. R. I. & P. Ry. and the other on the Frisco Ry. First class condition. Prospects for an excellent crop of wheat and oats never looked better. Address Rett, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—A line of 2 to 8 good Iowa elevators, to trade for good free western land, quality and price right. Send price, full and legal descriptions. Best one man elevator and money maker in central Indiana nets 35%, \$7,000. Plenty of the very best houses offered in the grain belt. Lowest price, all kinds, all sizes. Tell us what you want. Address John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000 BUS. ELEVATOR, doing good business in grain, seed, coal, and hay. Located in good town, 1,500 population; two railroads, in Maumee corn belt, Northwestern Ohio. Address Corn, Box 1, Grain Dealers Journal, Chicago.

TWO ELEVATORS in the best grain section of Kansas, at a bargain. One a 15,000 bu. eltr. handles 100,000 bus. annually; the other ten miles away, a 7,000 bu. house, handles 75,000 bus. Address Wheat & Corn, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—That will stand investigation. Can show that they are money makers, and will be glad to do so. Have some very especial bargains on which excellent terms can be obtained. Write your wants in first letter. Address, James M. Maguire, Campus, Ill.

ELEVATOR, ETC., for sale. If handled in a business-like way, this property will net you from 40 to 50% annually. Don't make inquiry unless you are looking for a high-grade Ohio plant. All buildings practically new. Address C. I. L., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE: 40,000 bu. cribbed elevator in Eastern South Dakota. 90 cars shipped so far this season. Sold 800 tons coal. Storage capacity 400 tons. Price \$6,000. Terms on \$2,000 to \$3,000; balance cash. Extra good grain town. Good live town 1300. Good schools, four churches. Reason for selling, wish to quit the grain business. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—The best small line of elevators in northern Iowa, consisting of nine houses with aggregate capacity of 240,000 bushels. Located in the center of the grain belt and in an immensely productive territory. Large retail business in coal, flour, feed, salt and tile at all the points. Retail business alone will pay expenses of operation. Houses are all in good condition and equipped with good machinery. Cleaning station at end of line nearest markets. Has always been a good money maker. Full particulars and specifications on application Address, Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE IN OHIO—15,000 bu. Iron Clad Elevator; Feed, Flour and Coal business in connection. Located on the T. & O. C. R. R., 50 miles from Columbus, the capital of the state. Elevator in good condition and equipped with all good machinery; 16 H. P., Fairbanks-Morse Gasoline Engine, Richmond City Stone Buhr. New stock scales. These alone bring in \$300 annually. Elevator lighted with electricity; overflowing well in engine room. \$3250 if sold soon. Reason for selling, too much business. 100,000 bu. shipped annually. 6 miles nearest elevator. Address Happy, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

THREE ELEVATORS for sale on the B. & M., in good grain section of Kansas. One new house; all in good condition. Write Onah, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Grain elevator on Ill. Cent. R. R. in best corn and oats section of Illinois. Capacity 50,000 bu., nearly new; gasoline power. All in first-class condition; located on own lot. Address Hay, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR, LUMBER, AND MACHINERY business for sale. Capacity of elevator, 20,000 bus.; coal sheds, 300 tons; good lumber shed; everything in good condition. \$6,000 takes the whole business. Stock of lumber, coal and machinery will figure at wholesale price. Address Ray, Box 5, Grain Dealers Journal, Chicago.

20,000-BU. ELEVATOR FOR SALE, located 25 miles from Des Moines, Ia. first class repair; two stands of legs; two 10-h. p. gasoline engines; sheller, cleaner, etc. Crib capacity for 12,000 bus. ear corn; good coal business in connection; handling about 175,000 bus. annually. Excellent reason for selling. For further particulars address Will, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Crib for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price \$8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

FOR SALE Saint Claire Elevator of the insolvent St. Louis Hay & Grain Co., located in East St. Louis. 150 feet river front on the Wiggins Ferry Terminal tracks; elevator practically new, not one cent repairs needed. One of the best, most complete jobbing, sacking and transfer houses ever built in this city for sale at a sacrifice. Address C. W. Smith, Trustee for the creditors of the St. Louis Hay & Grain Co. Chamber of Commerce, St. Louis, Mo.

Want a Job? —Advertise in the Situations Wanted column of the Grain Dealers Journal.

Grain Receiving REGISTER

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks

Each book has 100 pages, 8 1/2 x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA

Price, \$1.50

Grain Dealers Journal
253 La Salle St., CHICAGO, ILL.

ELEVATORS WANTED.

WANTED—To trade for a good elevator in Kansas. F. P. Hawthorne, McPherson, Kans.

WILL BUY an elevator. Must be good territory. Send description. Address Box 65, Brookings, S. Dak.

WANTED—To lease an elevator or a line of elevators in Illinois. Address D., Box 7, Grain Dealers Journal, Chicago.

WANTED—Elevator handling 150,000 bus. annually; located in Central or Eastern Nebraska. Address Nutzman & Marquardt, Avoca, Neb.

WANT to buy an elevator in Western Iowa or Eastern S. Dakota or Eastern Nebraska. Address E. L. Heller, Centerville, S. Dakota.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

WANT TO LEASE one or more elevators in Southern South Dakota and Northeastern Nebraska. Write giving particulars. Address Rain, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—To lease elevators in North-Western Ohio, Western Ohio, Indiana, Central or Eastern Illinois; located in corn and oats belt. Address Belt, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—To trade my residence and two lots in on a good elevator proposition; the house is a two story frame, 9 rooms, large attic and porches, electric light and bath, furnace heat; strictly modern throughout. Address J. F. D., Box 7, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

ALFALFA MILL for sale, located in the heart of the alfalfa district, good location, plant in fine shape. Address Box 55, Whitewater, Kansas.

FOR SALE—A 100 bbl. Roller Mill in the western part of Minnesota at half its actual value. Investigate. Address J. D. Krause, Norwood, Minn.

75-BARREL WATER POWER FLOUR and feed mill, located in best farming community in Northern Indiana. Doing good business. Mill now running. For further particulars, address Box 18, Middlebury, Indiana.

50-BBL. water and steam power grist mill for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. NATIONAL INVESTMENT CO., 582 Brandeis Bldg., Omaha, Neb.

FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

POSITION WANTED—as manager of country elevator, by experienced, capable man. Address C. J. Meyer, Frankfort, Ill.

POSITION WANTED as traveling auditor, by practical and experienced grain man. First-class accountant. Address Paris, Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED—As traveling solicitor. Seven years' experience in grain business. Correspondence solicited. Address A. K., Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced, sober, capable married man wants position as auditor or manager of line of elevators. Best of references. Address Richard Burke, Devils Lake, N. D.

POSITION WANTED—As buyer for some elevator firm; four years experience. First class bookkeeper. Best of references. Address E. H. H., Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position with export firm at one of the Gulf ports. Young man 30 years of age, married. Experienced in handling of grain as broker and shipper, acquainted with Illinois trade. Years contract required. References given. Now employed satisfactorily save as to location; desire to live in the south. Address C. M., Box 8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—An intelligent, young man to take charge of our Farm Seed Cleaning Department, with some elevator experience. Address John A. Salzer Seed Co., LaCrosse, Wis.

WANTED — Active, energetic traveling solicitor well acquainted with Minnesota and South Dakota grain trade to solicit consignments for well known Chicago Commission Co. Address Press, Box 8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

EXCELLENT OPPORTUNITY for a hustling young man to travel and call on the country elevators, carrying three good lines on a commission basis. Sure to make a sale from some one of the lines at every elevator you call on. This is a most excellent opportunity for some one who knows that he has some ability as a salesman. Address Side-Line, Box 7, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS WANTED

WANTED—To get in touch with anyone who owns land in the Texas Panhandle. We are in the market to buy. Address Cobb & Elliott Grain Co., Plainview, Tex.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

WANTED—Knowledge regarding the present whereabouts of V. P. Wyland, formerly manager of the Economic Construction Co. of Chicago. Have an important communication for him. When last heard of was in Oklahoma. Address Important, Box 7, Grain Dealers Journal, Chicago, Ill.

THE Farmers Elevator Company of Cresbard, S. D., will receive bids until 12 o'clock noon, May 8th, 1909, for the construction of a 70,000 bu. Elevator at Cresbard, S. D. Plans and specifications can be seen at the office of the secretary or at the office of T. E. Ibberson, 310 Corn Exchange, Minneapolis. The board reserves the privilege of rejecting any or all bids. The Farmers Elevator Company, Cresbard, So. Dakota.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

ENGINES FOR SALE.

STEAM ENGINE—10x16 stationary, \$140. Elmer Calkins, Petoskey, Mich.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

ONE 15 H. P. Ohio Gas Engine with complete outfit. A bargain. Address Geo. Rinkenberger, Washington, Ill.

FOR SALE—One 30 h. p. single cylinder stationary gasoline engine very cheap. Address J. H. Allen & Co., St. Paul, Minn.

15 H. P. OTTO GASOLINE ENGINE and all fixtures for same, ready to run. Belt Elevator & Feed Co., Indianapolis, Indiana.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

FOR SALE—One 20-H. P. Fairbanks gasoline engine in first class condition. Will sell reasonable. Danvers Farmers' Elevator Co., Danvers, Ill.

TEN 2-H. P. FAIRBANKS-MORSE "J. O. A. T." Gasoline Engines, used one week, \$65 each. Wilmot Machinery Co., 722 Gravier St., New Orleans, La.

ENGINE FOR SALE—On account of enlargement of our plant, we offer a 40 h. p. gas or gasoline engine for sale at a genuine bargain. For particulars address Globe Plaster Co., Buffalo, New York.

FOR SALE—One 50 horse-power Rice Automatic Cut-off Steam Engine. Can be seen in operation until June 1st. We are obliged to have a larger engine. Address Etna Lumber, Grain & Milling Co., Etna Green, Ind.

FOR SALE—35 H. P. Greenwald steam engine; also 50 H. P. Lane & Bodley steam engine. Both engines in good condition and have been running every day. Displaced April first by installing one large engine. For prices write The Sabina Flour Mill Co., Sabina, O.

GASOLINE ENGINES FOR SALE.
50 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
20 H.P. Ohio.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
3 H.P. International.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.
1—4 H. P. Fairbanks\$ 90.00
1—4 H. P. Dempster 75.00
1—9 H. P. Foos, good as new... 250.00
1—8 H. P. Fairbanks, good condition 150.00
1—15 H. P. Marinette good as new 300.00
1—20 H. P. Fairbanks good as new 350.00
1—15 H. P. Fields engine used less than 30 days 350.00
1—3 H. P. Fields goods as new 90.00
Allen P. Ely & Co.,
Omaha, Neb.

ENGINES FOR SALE.

FOR SALE—One 8 H. P. Charter Gasoline Engine, new cylinder; good as new throughout. Address Engine, Box 11, Grain Dealers Journal, Chicago.

ENGINES WANTED.

WANTED: Good second hand 60 h. p. boiler and 50 h. p. engine, also about a 20 h. p. gasoline engine, second hand, for elevator work. Don't send agents. Those located close by preferred. Martin Mill & Elev. Co., Marlow, Okla.

ENGINES AND BOILERS.

FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES — AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14x16 Buckeye, 14x14 Ball & Wood, 13x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9x12 Lefel, 8x10 Allfree, etc.

ENGINES — THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS — STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

MACHINES FOR SALE.

FOR SALE: One Boss Car Loader with pullies, all in first class condition. Address Geo. W. Cole, Bushnell, Ill.

MACHINES WANTED.

WANTED—To buy a barley pearler. Must be in good condition and cheap. For cash. Andrew O. Crist, Pond Creek, Okla.

HAY FOR SALE.

FOR SALE—Fifteen cars of good prairie hay. Dr. Geo. H. Truax, Frisco, Okla.

Salvage Grain

Screenings and off-grades of Grain and Feed Bought and Sold.

WRITE OR WIRE

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

One 30-ton Fairbank's Hopper Scale, good as new, a bargain if sold soon. Baker, Gill & Co., Richwood, Ohio.

FOR SALE: 14 Fairbanks and Howe power scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

MISCELLANEOUS FOR SALE.

ONE addressograph twenty four drawers, little used, as good as new, for sale. Address Weller Manufacturing Co., Chicago, Ill.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

WANTED—To quote prices on elevator machinery, gasoline engines, scales, etc. We carry a complete line. Send for catalog. A. F. Chase & Co., 516, 518, 520, 522 Third Ave., So. Minneapolis, Minn.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfrees, belt drive; 1-7"x15" Alfrees 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P., 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

PEAS FOR SALE.

TWO OR THREE cars mixed cow peas for sale. Address Hall & Pearsall, Inc., Wilmington, N. C.

FEED STUFFS FOR SALE.

WRITE FOR quotations on Alfalfa Meal, for prompt shipment, to The Land & Power Co., Arkansas City, Kan.

PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

"A R A B" HORSE FEED

A PERFECT BALANCED RATION

M. C. PETERS MILL CO.

Alfalfa Queen Mills. OMAHA, NEB.

SEEDS FOR SALE.

FOR SALE—Kaffir corn, cane and millet seed. Address Early Grain & Hay Co., Amarillo, Texas.

CANE SEED FOR SALE, Orange and Red Top. Ask for prices. Alva Mill & Elevator Co., Protection, Kans.

WRITE for sample and price of our Northwestern Rust-Resisting Oats. L. N. Corliss Seed Co., Elk Point, S. D.

SEED CORN—Drouth resisting, 108 bu. per A. of dry shelled corn. Deep grain. Ferndale Stock Farm, Cedarville, O.

RE-CLEANED Japanese Buckwheat in bag lots. Write for samples and prices. Address H. B. Low & Son, Orangeville, Pa.

KAFFIR CORN, Milo Maize, Millet, Cane Seed, and all other grains are now moving. Write us for prices. Cobb & Elliott Grain Co., Plainview, Texas.

CANE SEED—New crop Iowa grown thoroughly re-cleaned at reasonable prices in local or car lots. Ask for samples and prices. John J. Blommers, Pella, Ia.

SELECTED SEED CORN for sale. Standard White and Yellow Dent varieties. Write or wire for prices. West-ern Seed & Irrigation Co., Fremont, Neb.

FOUR VARIETIES—Pure Bred Seed Corn for sale. Early and late, white and yellow; special price to dealers, write us. Botna Valley Seed Co., Box 62, Lewis, Ia.

SEEDS FOR SALE—Clovers, Timothy, Alsike, Millet, Red Top and other Field Seed. Write us for prices and samples, stating quantities wanted. The Illinois Seed Co., Chicago, Ill.

NORTHERN Illinois Reid's Yellow Dent Seed Corn. Bred six years in plot for yields and score card points. Corn in ear \$3.00 per bushel. Quality guaranteed. Address E. B. Wills, Mendota, Ill.

CLOVER SEED FOR SALE. We deal in field and garden seeds. If you want to buy or sell, please give us a call. We will be glad to furnish samples and quote prices at any time. Stoecker Seed Co., Peoria, Ill.

THE BEST ALFALFA SEED GROWS "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa, mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

KAFFIR CORN, CANE SEED, ALFALFA MEAL. Write us for prices bulk and re-cleaned, even weight sacked f. o. b. Oklahoma City, Kansas City, St. Louis or Chicago, immediate shipment. E. R. & D. C. Kolp, Oklahoma City, Okla.

SEEDS FOR SALE
Millet, Cane and Kaffir Corn
in carlots.
Prices on application.
J. G. Peppard,
Kansas City, Mo.

MILLET FOR SALE—We are situated in the largest Millet producing section in the state of Mo. and have a good supply of Millet fresh from the farm. Will sell in car lots or less. Prices on application. D. H. Clark, Galt, Mo.

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

WANTED—Clover Seed. Will buy bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

WE ARE in the market for carloads and less of medium and mammoth clover, also in urgent need of a large number of cars of ear corn and hay. The Adams Seed Co., Decorah, Iowa.

CLOVER TAILINGS Wanted:—We will buy Clover Tailings or bad Buckhorn lots. Send samples and lowest prices, and we will bid. Kerr Brothers & Humphreys, Bellefontaine, Ohio.

WE BUY Medium, Mammoth or Alsike Clover, Amber Cane, Timothy, Hungarian, German Millet, Speltz, Grain screenings and grain for chicken feed, popcorn, etc., in car lots or less. The Kelly Co., Seed Merchants, Cleveland, Ohio.

RICE CHAFF WANTED.

WANTED—White calcined rice chaff; also white chalk. Address H. A. Adams, 5 Dock St., Yonkers, N. Y.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

DAMAGED GRAIN — Corn-wheat, kaffir, corn, etc., for sale cheap. Quick. Wm. Rosted & Co., 63 W. Kinzie St. Phone Monroe 2277, Chicago.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

GRAIN WANTED.

WANTED—Few cars kiln dried salvage corn. Send samples. Address Stockbridge Elevator Co., Jackson, Mich.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

WE MAKE a specialty of Flour, Grain and Meal. Would be glad to have your quotations. E. W. Thompson & Co., 22 Vandiver Bldg., Montgomery, Ala.

TO TRADE.

WANTED—To trade a 4 horse-power gasoline engine, new, for a 3-roll feed mill or a combination grain cleaner. Address Hockman & Collier, N. Hampton, O.

WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

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Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

CARGILL ELEVATOR COMPANY Wholesale Dealers in Field Seeds MINNEAPOLIS, MINN.

NEW KAFFIR CORN J. R. Tomlin Grain Co. Kansas City, Mo. GET OUR PRICES

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

FAIRVIEW FARM SEED CO. SIDELL, ILL.

High Yielding, Pure Bred, Pedigreed SEED CORN, TIMOTHY and CLOVER

All seeds dried with artificial heat, insuring a perfect germination and INCREASED YIELD.

REID YELLOW DENT JOHNSON COUNTY WHITE, BOONE COUNTY WHITE, FAIRVIEWS CRIMSON DENT, FAIRVIEWS SPECKLED DENT.

Send for Catalogue.

The Invincible Compound Shake Dustless Double Receiving Separator

(Made in Eleven Sizes)

is just like David Harum's balky horse in one particular, it "stands without hitching" or bracing. Otherwise it is a thoroughbred.

Without doubt the Invincible Dustless Compound Shake double receiving separator is the best ever offered to the grain cleaning public.

VIBRATION ELIMINATED: The shoe or shaker is made in two parts, which counterbalance each other, each part having separate eccentrics or pitmans driven from the same shaft, one part of the shoe moving in one direction, while the other is moving in the opposite direction. The result is a smooth running machine doing the most efficient work.

CAPACITY INCREASED.—By using compound shake the capacity of the Separator is greatly increased, as shoe is made much wider, thus spreading grain evenly and delivering it into a wide separating trunk.

This type of machine has two fans and is fitted with an automatic traveling brush underneath the cockle, when desired.

Send for Its Picture
Better Still
Order the
CLEANER

SCREENS.—One set of screens goes with each machine, any perforation desired. Also an interchangeable cockle screen extends the entire length of the shoe.

An Automatic Feeding device makes its operation economical and certain.

OUR GUARANTEE: We absolutely guarantee this machine to be built of high grade material by skilled workmen, and that it will do just exactly what we claim for it.

INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, NEW YORK

REPRESENTED BY J. H. PANK, 512 Traders Building, Chicago, Ill., Phone Harrison 667
F. J. MURPHY, 225 Exchange Building, Kansas City, Mo.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Indiana
CHAS. BEATLEY, Terminal Hotel, St. Louis, Mo.

N. W. REPRESENTATIVES
Strong-Scott Mfg. Co., Minneapolis, Minn.
Send for 1909 Catalogue

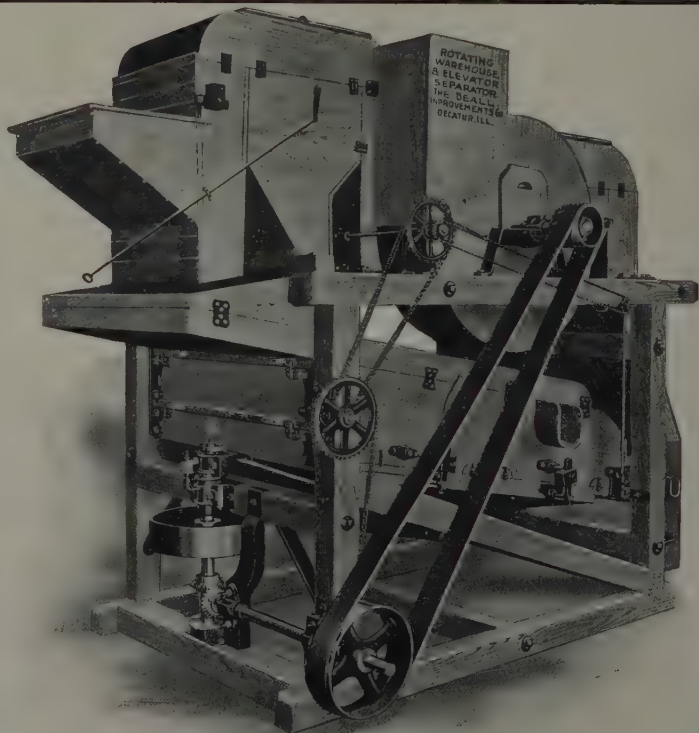
"I surely would
buy a 'Beall'"

"The Beall Rotating Warehouse and Elevator Separator we bought of you two years ago has run every day and most of the time night and day, and the machine has given us the very best satisfaction, and we will say that its capacity is something wonderful. Anyone who wishes to grade wheat for shipping purposes can regulate their suction so easy that it is an easy matter to make No. 2 wheat out of No. 3 or 4, where the valves are properly regulated. If I wanted to buy another warehouse separator I surely would buy a Beall."

Helena Milling & Elevator Co.,
Helena, Okla.

Write for prices of
this machine

The Beall Improvements Company
DECATUR, ILL.



GRAIN DEALERS JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.
The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., APRIL 25, 1909.

MONTANA AND IDAHO are supplying sites for many new elevators.

CORN SHOWS are of great benefit to corn growers, but promoters seldom realize a profit.

MORE wheat must be raised or the empty bins will raise the price of bread everywhere.

FREQUENT changing of elevator managers greatly reduces the probability of profitable business.

A NEAT, convenient office delights the visiting patron, and its business air favorably impresses him.

A FLAT roofed building of any kind attached to an elevator is dangerous, unless it be covered with iron.

EACH month the interurban electric roads express a more eager desire to transport grain and more of them will soon be doing it.

BARLEY MIXED oats must be plainly labeled when shipped into Louisiana, and pay a fee of 25 cts. The shipper may also be fined.

CONCRETE basements and scale pits are rapidly gaining favor with builders and improvers, because if properly constructed they keep out water and rodents.

DOCKING shortage claims to allow for so-called natural shrinkage has been discontinued by nearly all railroads simply because they could not justify the steal.

A STRONG, plain sign on your elevator is the most inexpensive advertising in which you can invest. By all means paint out the old signs of firms long since defunct.

THE WISE editor of the New York World recently advised the substitution of corn bread for wheat bread, and the price of corn immediately advanced several cents.

NEBRASKA grain buyer's life was sacrificed recently because flywheels of gasoline engine were not guarded. Such heavy penalties can not be afforded by any dealer.

NURSING hatred for a competitor will not enable you to buy more grain or realize a larger profit on that which you do buy. If impossible to make a friend of him, forget him.

IS THE Government right? Have we plenty of wheat to meet our needs until the new crop comes to market? How much wheat is there left in your section? Let us hear from you May 1st.

ATTEMPTING to bulldoze a shipper into paying full amount of the demurrage levied by refusing cars has been decided unfair by the Supreme Court of Kansas, and the carriers must pay damages.

NOTWITHSTANDING the general impression that corn was thoroly matured last Fall, many cars of damp heavy corn are being handled hastily in the terminal markets lest the grain heat and spoil before it can be disposed of.

THE ELEVATOR man who expects to continue in the grain business invariably finds it more profitable to spend a little money in reducing the fire hazard of his plant, than to be thrown out of business for several months, even though he be well insured against loss.

GUNNY SACKS are used advantageously by many grain shippers for cooping cars. The president of the Oklahoma Ass'n. says he has always used old sacks liberally in cooping his cars, and never has a shortage worth mentioning unless car is wrecked.

CENTRAL MARKET receivers or shippers, who do not hesitate to supply grain direct to retail feed men, livery men and other large feeders, must expect to gain everything but the good will of the dealers and brokers of the markets to which they ship. Flooding the mails of country feeders and farmers with quotations will surely drive local dealers to confine their business relations to others.

TESTERS of small capacity cannot be safely depended upon to inform users as to the real test weight of grain being tested. Even the quart tester is too small, except for very careful work. Where it is possible to obtain large samples, nothing less than a two-quart tester should be used.

FARMERS of the Pacific Northwest are rapidly strengthening their Union and propose to hold back their wheat until buyers will pay their price. Such a cornering of the people's staff of life will be condemned, but no one can be forced to sell his wheat for less than he thinks it is worth.

THE FACTS about that car of grain you saw leaking, on its way to market, if sent to the Grain Dealers Journal would have assisted a brother dealer to collect for his shortage from the railroad company. Do you want such reports regarding your own shipments? Then report what you see.

ARGENTINE oats are being imported principally because of the very inferior quality of the small crop grown last year. The oat-meal millers cannot make palatable or saleable breakfast foods from oat hulls, which constituted nearly 60% of the crop marketed by farmers last year as a substitute for real oats.

ELEVATOR OPERATORS of disorganized territory can never effect trade reforms or secure the adoption of improved methods until they get together and pull together. They can voice their grief thru the columns of the Journal, but they can not promote their common business interests without a trade ass'n.

THE VERY unreasonable conditions of the Uniform B/L so vigorously and frequently objected to by the grain shippers of the land will be continued in force so long as the shippers will tolerate them. To get an equitable B/L the shippers must persist in demanding it and insist upon having a voice in drafting its conditions.

THE LARGE plump oats and barley grown in the irrigated lands of the Rocky Mountain states are so hard few are fed at home without steaming and grinding. They are not considered fit for feeding whole and oatmeal millers refuse them at any price, yet Atlantic coast markets seem ever ready to pay a handsome premium for them. Why?

WHEAT has been selling in many markets at much higher prices than the option was commanding in Chicago, yet we have heard nothing about a corner anywhere but in Chicago. It may be wrong to permit millers to pay such extravagant premiums for choice milling wheat, but if they supply choice flour, they must get the best raw material obtainable.

DROP SIDING does not seem to be giving satisfaction, if the query of a correspondent published in this number reflects the experience of many dealers. Any light our readers can throw upon the frequency with which water penetrates drop siding will be greatly appreciated by many readers of the Journal who contemplate building.

SOUTH DAKOTA'S reciprocal demurrage law is to be put to the test of the courts, altho it has been on the statute books for two years the railroads have studiously ignored its requirements. If grain shippers are to obtain a full measure of justice at the hands of the railroads, they must see to the enforcement of laws as well as their enactment.

WHEAT will be admitted free of duty if the petition of the New York Produce Exchange flour dealers is granted, and, no doubt, a canvass of the grain trade would support unanimously the wishes of the eastern flour brokers. Our home demand has so nearly overtaken the supply, United States must soon cease to export wheat or greatly increase the acreage.

ELEVATOR contractors report building material to be about the same price as last year, with the exception that iron roofing and siding is considerably cheaper. Even lumber remains at a lower price than was thought possible one year ago. Those contemplating building new or improving old elevators will no doubt, find it to their profit to take advantage of the markets.

THE ACREAGE of Spring wheat this year will, no doubt, be larger than ever, and larger than even the agricultural department will estimate it. Many new acres are being brot into cultivation in all parts of the Northwest, and meadows are being displaced by wheat thruout the Spring wheat section. Even Southern Iowa farmers are duplicating their Winter wheat acreage with a Spring wheat acreage. It must not be supposed that the present shortage in the wheat supply is due entirely to an unheard of increase in the Spring wheat acreage, but the demand for seed is very large.

OVER-BIDDING to the extent of paying more for grain than it is worth creates more dissatisfaction among grain growers than paying less than it is worth. The grain buyer who persists in buying grain on a living margin, or not at all, has the honest respect of more farmers than the high bidder who, during his fickle spurts insists upon giving them part of his working capital in an effort to convince them that his competitor does not know how to conduct a grain business. No laws require a grain buyer to hate and fight his competitor, and those who persist in the practice generally find it necessary to give way to the sheriff.

VELVET CHAFF wheat, now being received in terminal markets, contains many heads still unthrashed, showing that grain when thrashed was either too green or damp to respond to the rubbing in the thrashing machine. If the thrashers do not do their work better, it will be necessary for manufacturers of wheat cleaners to attach a miniature thrashing machine to the tail of their separators.

THE INCONSISTENCY of world wide reformers who propose to stop dealing in grain for future delivery in order to protect the working man's breakfast table is made clear when the same individual refuses absolutely to support a measure for the free admission of grain from foreign countries. If the working man would go out to the farm and help to produce more grain, we would have lower prices without abolishing import duties.

TRACK buyers, whose bids are invariably way above bids of others and out of line with prices in central markets, are pretty sure to suffer a loss unless the grain delivered fails to grade or weigh what the shipper expected. An occasional spurt at high bidding may be explained by a short interest in the option market, but the experience of track sellers is against selling always to the highest bidder. Disposition to deal fairly is of far more consideration than a prospect of a fourth or half cent per bushel premium.

THE YELLOW press and the unposted pulpit have been circulating a marvelous variety of extravagant statements which have little foundation in fact, because the price of wheat was recently higher than usual. They have no time to investigate the trouble, else they would be amazed to learn the cash wheat for milling purposes for immediate consumption was commanding much higher figures than the options in any market. Even yesterday No. 2 red wheat in store in Chicago was 18c over the May option.

DOCKAGE for dirt and shrinkage has been abolished at Omaha. Heretofore 100 lbs. were allowed for this loss in handling. Few markets now tolerate dockage from receipts to allow for future loss in handling. The shipper has to stand the loss up to the time grain gets into scale hopper. After that, the buyer should stand the loss. No one denies that there is an unpreventable loss in handling, but it is not right that shipper should be expected to stand all of it and by degrees the weighing officials of the different markets have come to this view of the practice. Kansas City receivers are a unit against the deduction, and, no doubt, will be able to muster up the two-thirds majority needed to change the rule as desired before the present year has exoired.

DEMURRAGE cannot justly be charged the receiver who has different shipments held back and delivered to him in a bunch. Receivers have always held this view and maintained that to exact a charge for delay in unloading cars under such conditions was absolute extortion. In other words, the grain buyer should not be penalized by carrier for failure to unload cars within the prescribed free time when his inability to do so is due to carrier's own delay in the delivery of grain consigned to him. As is cited in "Grain Carriers" this number, the Interstate Commerce Commission has taken a similar view of the matter and declared that demurrage should not accrue.

WRITTEN CONTRACTS promise to be more essential to the safe contracting for the purchase of grain from farmers than ever before. Rising markets frequently give farmers an opportunity to make a better sale before they have had time to make delivery on their first contract, and as the country buyers well know, the temptation to realize the greatest amount possible is too much for the average farmer to resist. Written contracts, if properly drawn, will invariably insure the delivery of the full amount of grain sold by the farmer without a lawsuit. Not only do such contracts protect the farmer in case of a decline, but they also protect both parties thereto from any misunderstanding as to what was intended by the other party to the contract.

THE oft-repeated statement of Chicago's Chief Grain Inspector to the effect that the complaints of buyers of the laxity of Chicago's out-inspection are due to the mixing or changing of grain at transfer points is not supported by the facts. But a small percentage of Chicago's grain shipments passes thru a transfer elevator on its way to destination which was not accepted by an official sampler, representing the buyer, before it left Chicago. The complaints against the outinspection are from millers and other buyers who neglect to avail themselves of the protection afforded by the Board of Trade Sampling Buro. They get the shipments direct, so few are transferred in transit. Cars which are transferred are handled thru railroad elevators, whose operators are not interested in the grain business and would not profit by mixing or changing grain, so there seems to be no just ground for the Chief Inspector's charge. If Chief Cowen knows of one case where fraud of this character has been practiced he owes it to his department and the trade to expose the offender. We will give space to authentic evidence supporting the charge if it can be produced. If the Chief Inspector's charge is founded only on suspicion he should stop indulging in the statement until he can substantiate it with facts.

TRACK SCALES may be able to weigh correctly when provided with a heavy foundation and a well drained pit, but they should be provided with a dead rail and locomotives kept off platform, else they will soon be weighing very slowly.

AT LAST one railroad company recognizes the great loss due to destruction of grain doors, and at Davenport, Ia., the Rock Island is making an earnest effort to reduce this loss by paying local grain elevator men 5c per door for good material recovered and turned over to the railroad company. This innovation was instituted March 1, 1908, and during the first year 27,607 doors were recovered. The road paid the elevator men \$1,519.05. The cost of the recovered material at the market price originally paid for it was \$10,025.73, which should be sufficient to encourage other railroad companies to attempt to recover this material. If the railroads are helped to recover doors, may be they will be more liberal in supplying them to shippers who need them.

NO one has charged our favored tuber—King Potato—with permitting himself to be cornered, yet he is commanding an extravagant price in all central markets, and real Irish potatoes direct from Ireland are now sold in some of the central markets. All-Hull Oats is likewise commanding extravagant figures, but no one has charged it with being cornered. If the truth of the matter be known, the acreage devoted to these products, as well as wheat, is not large enough to require their marketing at old time prices. Farmers are offering extravagant wages to city loafers for six days work, and experiencing difficulty in obtaining the help needed. The trouble is, too many of our people are averse to living on the farm, hence, those who do produce large grain crops must be paid well for their work.

MORE elevators will be erected on the Pacific coast or along railroads hauling grain to coast ports this year than ever before. The railroads of the Northwest especially are working to bring about the handling of grain in bulk. It has always been the custom to bag all grain as it came from thrashing machine. This expensive method of handling has been found to be unnecessary for a large percentage of the crop, because so much of it is consumed on the coast. The only portion of the crop which must be sacked is that which is shipped to Europe, around the Cape of Good Hope, and even this will no longer be necessary as soon as the Panama Canal is completed. The displacement of bags by bulk handling should work a great economy in the grain trade of the Pacific Northwest, and no doubt the progressive dealers of that section will welcome the innovation.

THE introduction of alfalfa and other new feed-stuffs has resulted in the organization of a Domestic Animals' Union, which, at its last meeting, protested most vigorously against the continuous use of corn and oats as a feed, and petitioned for the introduction of other feedstuffs, that the pullers of heavy loads and givers of milk might enjoy a variety, have the nourishing influence of a well balanced feed and be well fortified to perform their labors more satisfactorily. Students of domestic animals have long since decided that a variety of feed-stuffs was of advantage, hence, knowing owners of such animals will no doubt henceforth purchase more of a variety for their dumb helpers.

THE ANTI-FUTURES AGITATION.

A wise representative by the name of Wilson, who is permitted to occupy a seat in the lower house at Springfield, Ill., has introduced a bill to forbid all trading in futures, and as soon as it is enacted into law, any one who sells or agrees to sell for future delivery any commodity of which he is not then possessed, will be immediately imprisoned from one to fourteen years. The enforcement of such a law would work a greater calamity to the country than if wheat were really cornered every month of the year. However, there is little prospect of an enactment of any such law. Individuals still have the right of contract. The principal result of the proposed near-sighted legislation is to give the Yellow Press one more chance to stir the public. It does not matter to the newspapers that anything ever comes of it.

While the agitation against futures is active in this country because of the high prices prevailing for May options, in India the agitation is rife for the establishment of a future market in hope of equalizing prices thruout the crop year, and relieving exporters and dealers of the risk and expense of carrying the crop until they can dispose of it. At present they have no means of insuring themselves against loss due to the market fluctuations, hence, they will not buy wheat except they get it cheap enough to off-set the risk and insure a profit. Thru the establishment of future trading at Karachi, India, it is hoped to affect an economy in the marketing of the crop, which will result in a lower price to consumer and a higher price to producer. Thru the protection afforded by the option market, the dealer would be able to handle the crop on a narrower margin and still be assured of a profit.

No commodity passes from the producer to the consumer with so small a recompense to the middleman as grain. This is because of the rapidity with which all deals are consummated, and the fact that a ready market can always be found for grain upon a moment's notice. If future trading is abolished, the middleman's risk would be greatly multiplied, and he would be put to the necessity of holding his grain until he could find a manufacturer in need of it. Then he would find it necessary to sell the grain at the price measured by the need of that manufacturer. As in India today, he would be compelled to protect himself by working on a wide margin.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

I. C. 37096 at Cherokee, Ia., Apr. 24, leaking corn at side door post which was pushed out at bottom.—J. J. M.

C. R. I. & P. 54251, leaking in transit at Rentrow, Okla., April 20; siding had sprung near corner of car. Nailed it best I cud.

A. A. 4304, Shepherd, Mich., April 19, southbound, leaking wheat at end through siding. Coopered best we cud from outside. Claude H. Estes.

Big Four 11327, passed thru Thornton, Ind., April 16, going south, leaking slightly under floor at end of car. R. S. Stall & Co.

I. C. 12534, Pesotum, Ill., April 16, car leaking white oats thru siding just back of door on west side. The leak was a bad one. Car did not stop here.—Kleiss & Gilles.

Mich. Cent. 47039, Remington, Ind., April 13, car leaking oats at grain door. Bad leak. Car in eastbound train. Remington Grain Co.

Wabash 63271 passed thru West Lebanon, Ind., Apr. 9, going east, and leaking on side and end.—Sam Erskine.

C. B. & Q. 24644 passed Coburg, Ia., Apr. 8, leaking wheat badly at side and end. We nailed the side, but as train stopped only a few minutes we could not finish nailing the end.—McGreer Bros.

Maine Central 8133 at Narberth, Penn., Mar. 27. Door on one side badly bulged and broken and two large holes at one end of the car near drawbar.—S. J. Clevenger.

C. B. & Q. No. 31313, Mar. 26, passed Heartwell, Neb., leaking mixed corn at one door post. I patched it up as best I could for the short time I had.—E. W. Lambert.

M. C. 41077 passed thru DeWitt, Ill., Mar. 11 leaking wheat from bottom of car near draw bar.—J. W. Wallrich.

C. H. & D. 11155 was set on sidetrack at Cottage Grove, Ind., Mar. 9 for transfer. Draw bar was pulled out and car was leaking shell corn badly.

C. B. & Q. 32132 Mar. 6 passed Libertyville, Ia., going east. White corn leaking through grain door and at end of car.—Harlie Yost.

C. & N.-W. 92340 Mar. 3 at Hubbard, Ia., came in leaking badly, the siding having sprung off one side. We nailed it up as well as possible while train was switching and succeeded in stopping the leak, but the siding at bottom of car was in bad condition.—B. L. Nutting.

A. T. & S. Fe 23556 Mar. 1 passed thru Offerle, Kan., leaking corn badly at both ends and certainly will have quite a shortage at destination.—Thomas Darcey.

Cincinnati, Richmond & Muncie 1141 Feb. 26, at Hinckley, Ill. Draw-bar was pulled out. About ten bushels of yellow oats were left in the yard.—D. H. Doeden.

M. K. & T. 71345 Feb. 26 passed thru La Rose, Ill., leaking at door. Door not sealed. Shipper did not double grain door; lower board was broken. We nailed it up the best we could and stopped leak.—A. H. Schumacher.

C. B. & Q. 27375 Feb. 19 at Aurora, Neb., oats, leaking at both ends, one end being pushed out.

M. C. R. R. 45713 Feb. 3 at Jackson, Mich., one-half roof torn off and oats covered with at least six inches of snow.

C. B. & Q. R. R. 31910 Feb. 19 at Aurora, Neb., mixed corn, leaking at corner.

C. B. & Q. 19552 was leaking wheat at Maynard, Minn., Jan. 25. One car door seemed to have been torn off after car was loaded. Wheat was leaking out between door and post and wall.

C. B. & Q. 34846, Jan. 8, leaking corn, west bound at Holdredge, Neb.

I. C. 39580 leaking shelled corn Dec. 22 at Austinville, Ia.

C. & N.-W. R. R. 79498 leaking barley badly, Dec. 15, 1908, at Pierson, Ia.

C. R. I. & P. 58334, leaking, Dec. 12, at Chickasha, Okla.

C. R. I. & P. 50098, Dec. 2, at Chickasha, Okla., 100 bushels corn scattered.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

NASHVILLE'S NEW GRAIN EXCHANGE.

Editor Grain Dealers Journal: The grain dealers of Nashville, Tenn., a few months ago, organized the Nashville Grain Exchange, for the betterment of the grain trade at that point and for the further purpose of adopting new and modern methods, of weighing, inspecting, drying and generally caring for grain consigned to that city. Having gotten their exchange in working order, an invitation was extended thru the Sec'y to the Illinois Grain Dealers Ass'n, asking that a committee be sent there to inspect the facilities afforded for the transaction of all dealings in grain.

In response to this invitation, a committee of the officers of the Illinois Grain Dealers Ass'n, visited Nashville the 12th and 13th instants, and were met by the officers and members of the Nashville Grain Exchange, and were afforded every opportunity to investigate thoroly every part of the organization, its constitution and by-laws and rules of the Exchange, as well as the departments of weighing and inspection.

Tuesday afternoon by the courtesy of the N. C. & St. L. R. R. Co., a special train was furnished, under the direction of Mr. Wm. L. Nichol, Commercial Agent of the road, for the use of the visitors and members of the exchange, and twenty-three warehouses and nineteen elevators were visited and inspected by a party of about forty gentlemen which included many of the members of the Exchange.

The party was shown through each elevator or warehouse, where are installed up-to-date machinery for weighing, sacking, drying and handling in every necessary manner, all kinds of grain.

Wednesday morning the party was taken in automobiles to visit the Hermitage Elevator on the T. C. R. R. lines, which has a capacity of 500,000 bus., and is equipped with every known device for handling grain rapidly, without loss and correctly. Twelve cars can be unloaded at once. The house has 179 bins with steel hopper bottoms. While there are larger elevators than the Hermitage, none is more completely furnished.

The rules of the Exchange, provide for the inspection and weighing of all grain entering or leaving Nashville by duly appointed and sworn officers who are responsible to the exchange only; and whose duty it is to inspect carefully and correctly and weigh in and out all grain, and to keep an exact record of their work reporting by Certificate on each car load, the grade, weight, and condition of the car upon arrival.

Back of all the rules regulation and apparatus of the exchange, was evident the hearty co-operation of every individual member of the organization, banded together, with the determination to have the Nashville market, second to none for exact and careful management, and

honest dealing; with sufficient capacity for all receipts, and a reliability of members, which guarantees to every person who sells or consigns grain to Nashville a satisfactory deal.

Aside from exhibiting to the visitors the new and modern methods of the Exchange, true to the well-known reputation of southern hospitality, the northerners were taken to view places of historic interest, beautiful homes, palatial business buildings, magnificent parks, many institutions of learning; and verdant fields where wheat was four to six inches high.

Wednesday evening the members of the exchange tendered to the visitors a banquet at the Maxwell House, which was attended by forty-seven gentlemen identified with the grain trade of Nashville.

Vice-Pres. C. E. Rose, of the Exchange welcomed the visitors to the South, and was replied to by a member of the party. Subjects discussed were:

"The Kind of a Grain Market Illinois Shippers Desire."

"The Illinois Grain Dealers Ass'n: its Work and Accomplishments."

"Trade Relations North and South."

"Nashville as a Primary Grain Market."

"The Growth of the Grain Trade in Nashville," and

"Tennessee as an Agricultural State."

The banquet was ended by the announcement, of "train time," and the visitors took leave of the company, to board the N. C. & St. L. for Memphis. The occasion will long be remembered by those present.

Without giving any notice of the time of their arrival, the committee was received cordially, and delightfully entertained during its stay. We were entirely satisfied that the Nashville Grain Exchange has the facilities, and abilities, and responsibility and probity of character to render due and true account of all business consigned to the care of members.

The committee received fourteen new memberships for the Ass'n, and returned well pleased with the prospective benefits, which will accrue to the organization of Illinois shippers, from its efforts.—S. W. Strong, Sec'y, Illinois Grain Dealers Ass'n, Pontiac, Ill.

WHY GASOLINE DID NOT EXPLODE: A CORRECTION.

Grain Dealers Journal: An item has been going the rounds of the milling and grain journals to the effect that two 65-gallon cans of gasoline were found in the ruins of the Edwards & Son elevator at Webberville, Mich., which was recently destroyed by fire, and that, altho the paint was scorched on the outside of the cans, the contents did not burn or explode.

The truth of the matter is that the gasoline was stored in a cement pit outside of the elevator building. The tanks were six feet below the surface of the ground and the top of the pit was protected with a tight two-inch wooden cover. Consequently they were not affected in any way by the heat of the burning building.

The only gasoline in the elevator at the time of the fire was a small amount in a two-gallon can in the engine room. This gasoline was used for priming the engine, and the can containing it was covered with grain before the heat of the fire had a chance to affect it.—Very Truly Yours, L. H. Baker, Asst. Sec'y, Mich. Millers' Fire Ins. Co., Lansing, Mich.

HOW NEBRASKA ASSESSORS WILL ARRIVE AT THE GRAIN DEALERS TAXES.

Grain Dealers Journal: It may interest your many readers in Nebraska to know that the secretary of the State Board of Equalization is sending out new instructions to the assessors of the state, copy of which follows:

Instructions to Assessors.

Lincoln, Nebr., April 2, 1909.

To the County Assessors of Nebraska:

Gentlemen:—In response to numerous requests for information with reference to the assessment of grain brokers and grain elevator companies, and to the end that there may be more uniformity in such assessments in the future, I beg leave to submit the following:

In the case of Central Granaries Co. vs. Lancaster County, 113 N. W., 543, the Supreme Court held that,

"Average capital is the average of the amount of cash and all other property of every kind used in carrying on the business, and if there is an excess of this average capital over the amount of real estate and other tangible property that can be viewed by the assessor, then such excess is to be added for assessment."

In the same case, the Court held that no fixed rule could be applied in arriving at the amount of such average, but in Sec. 66 of the revenue law it is provided that

"For the purpose of determining the average capital of such grain broker the county assessor or deputy assessor shall have the right to inspect all books of account and the check books of such grain broker and shall determine and fix the amount of such capital by such inspection."

This, in addition to the provision contained in the same section requiring the grain broker to determine under oath such average capital.

It is evident in the light of the decision above referred to,

First, that all tangible property of a grain broker or grain company that can be viewed by the assessor, including grain and cash on hand on the first day of April, must be assessed.

Second, that in case the grain and cash on hand together with the other visible property on the first day of April, amounts to less than the average amount of capital invested, and used in carrying on the business, then the excess of the average amount invested and used over the amount of tangible property found, must be added for assessment.

Third, that in case the amount of grain, cash and other tangible property on the first day of April exceeds the average amount of capital used in carrying on the business, then no thing is to be added to the assessment of such tangible property; and

Fourth, that inasmuch as no fixed rule can be prescribed or applied in determining the average amount of capital, the same must be determined according to the fact and circumstances in each particular case.

Very truly yours,

CHR. SCHAVLAND.

Secretary.

I trust this will be of some help to Nebraska dealers.—A. F. Brenner, Minneapolis, Minn.

Representative Hamilton has introduced a bill in Congress for the punishment of persons circulating false rumors about a national bank.

Two successive short years in wheat, 1906-7, have developed an unparalleled shortage and the supply would have been exhausted last summer if the crop of winter wheat had not been harvested three weeks earlier than usual. As it was, the Northwestern mills began to grind new wheat at once and have been grinding the surplus for the last 13 months. What is reasonable to believe will happen at the tail end of this season? We have been shipping red winter wheat to St. Louis, Kansas City and Texas for a month, and now we are beginning to receive inquiries for the hard wheat. Coals to Newcastle.—Jas. A. Patten.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

USUALLY GETS SHORT REPORT.

Grain Dealers Journal: We are unable to give adequate answer for determining the cause of invisible loss. We hardly ever get any quantity of ear corn ahead, but we find with other grain that we always weigh out less than we weigh in, and in every case when shipping car lots, the fellow at the other end generally has a short report.—Walters Bros., Fremont, Mich.

"DISINTERESTED PUBLIC" MAY GET LOSS.

Grain Dealers Journal: Mr. White shud test his scales against each other and determine their correctness. He can then lay his loss to the "disinterested public" or transfer elevator weigher, who gets all he steals both coming and going and nobody to stop him. He says, "Why, I'm disinterested," and that settles it with everybody for all time.—Magill & Son, Portland, Ind.

SHRINKAGE LESS THAN 1/2 OF 1%.

Grain Dealers Journal: Our records for year from Nov. '06 to Nov. '07 show shrinkage of .357% from office scales to destination. Records for '07-'08 show shrinkage of .289%, or a trifle under 1/2 of 1% for the two years. These figures are for shelled corn and small grain only. We handle no ear corn. We have good new scales and the writer never hurries in weighing. Our weights never fail to satisfy, at least when weighed before delivery. The shrinkage described by Mr. White indicates to me that he needs new scales, new weigher or a careful man to cooper cars. About 45% of our shrinkage is from office to car, and 55% from car to destination.—Bunyan Evans, Mgr. Suffern Hunt & Co., Hammond, Ill.

YELLOW B/L ONLY FOR ORDER.

Grain Dealers Journal: We would like to know if a grain dealer can bill a car of grain to the order of a commission firm on the yellow form of B/L without indorsing on the back, for example, "consigned to the order of A. B. & Co., Chicago."

Of course we know that to consign to ourselves and then notify the commission firm is one way but we hold that the other way is proper too.

The C. M. & St. P. Ry. at this station refuses to accept yellow form B/L without consigning first to ourselves, and then sign over to commission firm.—Rufus Bullard, Maxwell, Ia.

Ans.: The yellow paper is used for the order B/L to distinguish it from the straight B/L. The purpose of the yellow order B/L is to protect the shipper, as it prevents the grain commission merchant from obtaining possession of the car until the draft has been paid. We do not understand why any shipper should undertake to use the yellow B/L for a

straight B/L. The two forms seem to fill all possible requirements and it is to the interest of shippers to use them only as intended, or not use them.

IS DROP SIDING SATISFACTORY?

Grain Dealers Journal: I will appreciate it very much if grain men having elevators covered with drop siding, will give me the benefit of their experience. So far as I have investigated among dealers I have met, it is far from satisfactory, but I am at a loss to know whether it is due to the use of a poor quality of drop siding or to the employment of bungling workmen who installed it improperly. If it cannot be made water-proof, of course I do not wish to use it.

Hoping to hear from those who have had experience with it and know whereof they speak, I am, yours very truly, J. F. McCloud.

WILL WEEVIL WORK IN CEMENT TANK?

Grain Dealers Journal: We wish to know if weevil of the kind which work in wheat when in bins would work in bins that are dark. We construct a concrete elevator that consists of a tank subdivided into bins. The bins are, of course, dark, and the concrete being so nearly a non-conductor of heat makes the interior of the bin cool. We will be glad to know the probabilities of weevil working in a bin of this character.—W. L. Finton, Appleton, Wis.

Ans.: Weevil abhor light, air and sunshine, and are always found in the greatest numbers in the darkest, dirtiest corner of the elevator or mill, where they can multiply without molestation.—Ed.

SHOULD HAVE SHIPPING SCALES.

Grain Dealers Journal: Has our brother grain dealer any shipping scales in his house, so he knows how much he puts in his cars? If he has not, it will be very hard to tell where his shrinkage comes in, for he may lose grain in transit or his scales may be out of order. Let him weigh 10 loads on his wagon scale and the same loads in his hopper scale. If they do not weigh alike it may be assumed that one is wrong. He must then test them and see which is wrong. If they are O. K., then he must lose the grain in transit. In order to collect for loss he must have a shipping scale so he can tell how much goes into each car. He can then file claim for shortage. We have had no trouble in getting our claims allowed.—H. R. Gordon, Mgr. Sterling Grain & Stock Co., Sterling, Neb.

OWN WEIGHTS WOULD REDUCE SHORTAGE.

Grain Dealers Journal: It is hard to locate a loss, as there are so many leaks and it is almost impossible to stop them. If Mr. White ships to Kansas City he has to lose 100 lbs. on general principles, "taking the benefit of the ax," and an elevator steal of from 1,000 lbs. to 1,500 lbs on conscience sake or no "conscience"; simply an elevator steal and report "car leaking" with no possibility of a leak. If the country elevator man weighed the grain into car carefully and then sold it on his own weights there would not be a shortage of over 1/2 of .01% if handled carefully. It is an impossibility to answer Mr. White's question without a detailed statement of the manner in which the grain is handled in and out of his ele-

vator. The watch dog has a hard life if he tries to do his duty around the average country elevator.—J. H. Brockhouse, Peculiar, Mo.

CORN SHRINKS 1/2 LB. PER BU.

Grain Dealers Journal: We know there is a shrink of about 1/2 lb. per bu. on corn until it is thoroly dried out in spring; likewise on other grain if damp when taken into elevator. If grain is dry the loss shud not be more than 30 lbs. per 100 bus. A portion of the 2% loss of Mr. White was probably due to leakage in transit.—Farmers' Eltr. Co., Sherman, S. D.

WEIGH OVER GOOD SCALES.

Grain Dealers Journal: I have handled grain for several years and do not think it strange to have a loss of 1% or more. If grain is not dry, it is often affected by climatic conditions. The best remedy I know is a good scale, which weighs every ounce in a load; then consign or sell to some firm which has good scales and I assure you there will be very little loss at the end of the year.—S. Q. Hooks, Welton, Ill.

LOSES MORE THAN 1% EACH SEASON.

Grain Dealers Journal: Solve the problem of "invisible loss" for me and my fortune will be made. Loss in weight is the bane of my wheat business. I ship all my wheat when bot and have nothing to contend with except difference in my weights and mill weights. I test my scales by every method known to me and still my loss will average more than 1% every season. There is no use to protest or make claims on the L. & N. for loss will not be allowed. If we sue there are sure to be enuf R. R. jurors to defeat us. Tell us what to do.—F. L. Smith, Adairville, Ky.

WHAT GOVERNS PRICE.

Grain Dealers Journal: There has been more speculation in the last two months than the Board of Trade has seen in many years. Unfortunately this has resulted in an agitation against speculation centered in a universal complaint against the increase in price of flour. Amateur economists, legislators, and eminent divines have raised their voices in protest against a nation presumably starving to death. Government statistics show that for the past few years the average per capita consumption of wheat equals slightly over one barrel of flour, and even at an advance of \$2.00 per barrel it would mean only about 1/2c a day added to the cost of living. On the other hand the prices paid for wheat, not only at the terminal markets but at country elevator and milling points, prove that the farmer, whom these same legislators and economists for many years have loudly proclaimed the backbone of our country, has been the real beneficiary of high prices.

High prices indicate if speculation is responsible for the advance that the millers themselves have been speculating. It is unnecessary to tell the readers of the Grain Dealers Journal the advantages of a central market where quotations are available to every legitimate grain dealer, but it is worth while recalling that the last agitation against future trading was started by the farmers who claimed speculation deprived them of their legitimate profits as wheat raisers by depressing prices below normal level. Now the pres-

ent agitation emanates from millers who have been accustomed to dictating the price to be paid the farmer, against the high prices they are now compelled to pay.

This brief review proves conclusively to my mind that the old economic law of supply and demand is still operative, and any attempt to legislate against it must result in commercial disaster.—Harvey Williams, Chicago.

HEAVIEST LOSS IN TERMINALS.

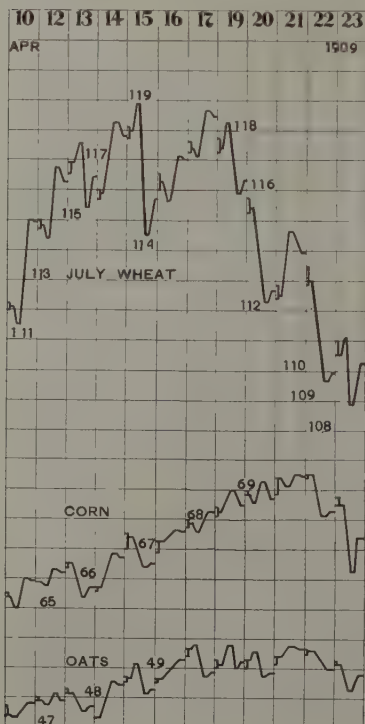
Grain Dealers Journal: Mr. White's loss is excessive but unless the grain is weighed in and out of the elevator, I do not see how it can be located. Our heaviest loss is in taking terminal weights in the central markets. We weigh all grain into the car. Shrinkage on a 60,000 lb. car to the Mo. river markets usually runs from 200 lbs. to 600 lbs., in addition to the 100 lbs. deducted; but when we ship to a reliable mill or seed house it usually runs from 100 lbs. to 250 lbs. short. Feeders usually buy on our weights. These results are with our best personal effort on cooping each car. When handling grain in the elevator, shrinkage in the house is very light.—R. W. McCallum, Guide Rock, Neb.

Millers will request President Taft to submit the order against bleaching flour to the Board of Referees.

At Fort Vermilion, in the Peace River District of Canada, one settler last season harvested 6,000 bus. of wheat.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to Apr. 24 are given on the chart herewith.



Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Apr. 20.—The cold weather continuing has alarmed the grain men. Seeding will not be general for ten days and it is generally understood that seeding in Manitoba should be well over by May 1, and in Saskatchewan by May 7. It will be impossible for farmers to get on to the land before May 1.—C.

ILLINOIS.

Concord, Ill., Apr. 24.—Nothing doing in grain at present.—Calhoun & Breeding.

Mt. Sterling, Ill., Apr. 14.—Wheat crop is looking fairly well, but the plant is small.—Ed Pendleton.

Green Valley, Ill., Apr. 14.—Grain is not plentiful here and the farmers are not disposed to sell any just now.—P. C. Allen, mgr. Farmers Grain & Coal Co.

Muncie, Ill., Apr. 17.—The acreage of corn and oats is about an average. The oats crop is coming up in good shape. Wheat is fair, but looks spotted in some localities.—E. A. Purnell, mgr. B. B. Minor.

Walnut Grove, Ill., Apr. 12.—Oats are nearly all in and plowing for corn is well under way. Some believe the recent cold weather has badly injured the oats lately planted; but only time can tell. Wheat does not look at all promising and, in a few cases, the ground has been sown to oats. A few pieces of barley have been sown as an experiment. Some grain moving to market. About 1/4 of the corn crop is back yet and oats are pretty well cleaned out.—Geo. A. Tucker, Freiburg & Tucker.

INDIANA.

Indianapolis, Ind.—I think 15% of the oats, 30% of the corn and 10% of the wheat is still in farmers' hands.—J. M. Brafford.

Collett, Ind., Apr. 17.—Scarcely any grain is moving. Farmers putting out a large acreage of oats. Wheat poor, lots of it being plowed up.—Jesse L. Peters.

Indianapolis, Ind.—The condition of winter wheat has greatly improved as the result of recent rains, and fields thought to be dead are flourishing.—H. E. Kinney.

Upland, Ind., Apr. 16.—Wheat showing great improvement; 1/2 acreage; 40% more oats and corn acreage this year, owing to the discontinuance of oil and gas leases.—W. W. Pearson.

Indianapolis, Ind.—Practically no wheat left in our state and little corn, in fact we are selling corn to go to nearby points. Little oats left in this part of Indiana.—Geo. L. Stebbins.

Ash Grove, Ind., Apr. 24.—Thru sowing oats, and the majority of oats are thru the ground nicely. Wheat is looking good, but a small acreage. But very little old corn and oats in farmers' hands.—Crabbs, Reynolds, Taylor Co.

IOWA.

Sloux City, Ia.—Our conviction is that on the average 30% of the corn crop is still in the farmers' hands.—Fields & Slaughter Co.

Winfield, Ia., Apr. 17.—Everything is prospering here. We have just had a fine rain, so the grass is coming up well, also the small grain. Ground is in good condition for corn planting as soon as it gets a little warmer.—H. W. Van Dyke & Son.

Clarinda, Ia.—Winter wheat acreage greatly increased and considerable spring wheat sown. Every field of winter wheat in fine condition. None is spotted. Many meadows here and in Nebraska are being plowed up and will be put into corn. Since the last crop started to move we have been bidding 60 cts. for corn and not getting enough to supply our trade. I am convinced farmers are holding considerable corn.—Ira Shambaugh.

KANSAS.

Meade, Kan., Apr. 15.—Prospects for wheat in this vicinity are excellent.—J. R. Reynolds, the Meade Grain & Seed Co.

Bloomington, Kan., Apr. 19.—Growing wheat is looking good; it has a fine root and a good stand in every field. About 1% of old wheat is still in farmers' hands, and about 25% of corn. Acreage of wheat sown is about normal.—M. O. Koeshing.

Topeka, Kan.—Reports from 101 counties in the state show 1.7% of last year's wheat crop remaining in farmers' hands and country elevators on April 1st, 13.2% of last year's corn crop back on April 1st, and a condition of the growing crop 83.2%, compared with 8% of wheat in first hand, same date last year and an average condition of 89.1%. Practically all of the counties in the eastern third of the state show wheat to be below the average. Correspondents report damage in the south-central part of the state from high winds blowing out and covering up the wheat.

The crop is very backward and warm weather is needed. On account of dry weather last fall wheat was sowed late and made very little growth. With favorable conditions from this time it is probable that there will be some improvement in the condition, excepting the soft wheat in the southeastern portion of the state. This is badly winter-killed and quite a large percent will be plowed up and planted to corn. The corn remaining will be held by the farmers, regardless of price, until such crop is assured. The report indicates that the corn remaining will be consumed within the state, as the supply in the eastern third of the state is entirely exhausted.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.

Topeka, Kan., Apr. 23.—Indications last fall pointed to a smaller wheat-sowing than in the year before, and reports now show that the area sown approximated the condition, excepting the soft wheat in the southeastern portion of the state. This is badly winter-killed and quite a large percent will be plowed up and planted to corn. The corn remaining will be held by the farmers, regardless of price, until such crop is assured. The report indicates that the corn remaining will be consumed within the state, as the supply in the eastern third of the state is entirely exhausted.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.

Topeka, Kan., Apr. 23.—Indications last fall pointed to a smaller wheat-sowing than in the year before, and reports now show that the area sown approximated the condition, excepting the soft wheat in the southeastern portion of the state. This is badly winter-killed and quite a large percent will be plowed up and planted to corn. The corn remaining will be held by the farmers, regardless of price, until such crop is assured. The report indicates that the corn remaining will be consumed within the state, as the supply in the eastern third of the state is entirely exhausted.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.

KENTUCKY.

Adairville, Ky., Apr. 17.—Our crop will average about 75% of acreage, and 80% condition, judging by present appearances, tho the plant is backward in growth. Absolutely no stock in farmers' hands and nearly none in mills in this section; price, \$1.40 to \$1.50 per bushel.—F. L. Smith.

MICHIGAN.

Adrian, Mich., Apr. 12.—Wheat condition not over 75%. Cold dry winds bad for wheat; no moisture.—W. A. Cutler.

Albion, Mich., Apr. 13.—Very few oats left in hands of farmers and no wheat. Large acreage of oats will be put out.—W. R. Noyes.

Jackson, Mich., Apr. 13.—Wheat now looks as if it would average 87% of a crop, acreage about the same as last year. Indications are there will be a very large acreage of oats.—L. W. Maloy.

Detroit, Mich.—Prices for all grains have been such as to encourage liberal planting during the coming season. It is the general opinion of grain dealers that more acreage will be given over to oats and one or two other grains which have been in especial demand during the year than ever before. The prospects for a good crop are exceedingly bright. Tho a majority of correspondents agree that wheat had suffered during March there seems to be an optimistic undercurrent in the talk of both farmers and grain dealers.—N. B. Beasley.

Battle Creek, Mich., Apr. 21.—With the exception of oats, grains are well marketed in this state, and but very little is offered. Conditions of ground wheat thruout this state are somewhat improved. Indications are that we will have a larger acreage of oats and corn than usual.—Wolverine Grain Co.

Kalamazoo, Mich., Apr. 14.—Supplies of wheat in this section of the country are exhausted. About enough corn and oats for local requirements. Think the local wheat crop is improving; believe it has increased its average 10% in last 10 days. Acreage was reduced on account of dry fall. Judging from the seed demand the acreage of oats will be very large this Spring.—Morris Kent.

MISSOURI.

Richards, Mo., Apr. 15.—No corn or wheat left to ship from here, and hardly enough corn to supply home demand. This is a hay country.—Richards Hay & Grain Co.

Peculiar, Mo., Apr. 15.—No old wheat or oats on hand; some old corn, about 7%. Large crop of bar and corn will be planted; 75% of crop of winter wheat sown and prospects good.—J. H. Brockhouse.

NEBRASKA.

Friend, Neb., Apr. 15.—Crop prospects are good in this locality.—John Humphrey, agt. Updike Grain Co.

Dorchester, Neb., Apr. 13.—The grain crops look fair for this year in Nebraska; fine, I should say.—Wm. J. Spoor.

Petersburg, Neb., Apr. 8.—Oats are about all in; but much corn is held for 60c. Recent cold and snow not good for oats which are planted.—E. Loosebeck, agt. Updike Grain Co.

Guide Rock, Neb., Apr. 14.—Old wheat about all gone. Condition of new crop fair to good. Probably 40% of old corn in farmers' hands will be held until after July 1.—McCallum & Crary.

Ellis, Neb., Apr. 19.—Corn is moving some. Not over 5,000 bus. of oats are left in this territory for shipment; not a single car load of wheat left and none in the eltr.—H. E. Foster, agt. Wright-Leet Grain Co.

NORTH DAKOTA.

Drayton, N. D., Apr. 15.—Seeding wheat started today.—Richard Lynch.

Edinburg, N. D., Apr. 7.—Farmers have done some spring work and by next week it will be general.—O. O. Torgerson, agt. Folsom & Rustan Eltr. Co.

Clifford, N. D., Apr. 20.—Farmers are all busy seeding. Ground is in fine condition for seeding, but the weather is cold.—G. H. Bristol, mgr. Clifford Farmers Eltr. Co.

Cummings, N. Dak., Apr. 23.—Grain movement slow; no grain coming to market. In fact, wheat is nearly all in at this point. Seeding is slow, freezes at night, no seeding until after noon, and not then where the soil is wet. We have not had any rain nor snow, but cold nights.—W. N. Breneman, agt. Duluth Eltr. Co.

Hope, N. D., Apr. 14.—Seeding is going to be much later this year than last, as we are having very cold and unsettled weather, tho the ground is in good shape and the seed will go in fast when the farmers get started. A larger acreage will be seeded to wheat this year than last, owing to the present prevailing high prices for wheat.—F. M. Smith, agt. St. Anthony & Dak. Eltr. Co.

Valley City, N. D., Apr. 20.—Seeding is well under way, tho the weather has not been the best, too cold. We will have a larger acreage of wheat this season at the expense of barley. Concerning the invisible supply, as compared with last year, it is interesting to note that a year ago last fall the tickler of the soil held over considerable wheat, expecting higher prices in the spring, but was disappointed; so last fall the prices were satisfactory and the farmers accepted them. The resulting condition is that the invisible supply is very light, and we find that the "blocks" of grain held over have disappeared to other farmers for seed. In view of this condition it looks very much as tho Mr. Patten was nearer the correct estimate than Sec'y. Wilson as to the amount of wheat available for flour compared to that of last year.—J. H. S. Thompson, mgr. Farmers Co-op. Eltr. Co.

OHIO.

Hooker, O., Apr. 12.—Will be a large acreage of corn put in this spring but not much oats. Wheat small and poor.—G. W. Lamb.

Buckland, O., Apr. 15.—Wheat in this section is very poor and oats seeding is delayed on account of too much rain.—Buckland Milling Co.

PENNSYLVANIA.

Chambersburg, Pa., Apr. 10.—Growing wheat in elegant shape. Will raise all needed in this locality. Getting short on corn.—Frank Walker.

SOUTH DAKOTA.

Claremont, S. D., Apr. 16.—Seeding is well under way. The ground is in fine condition, the plowing was all done last fall, so the seeding can be done fast.—X. X.

Springfield, S. D., Apr. 10.—Wheat $\frac{3}{4}$ sowed; acreage about the same as last year. But little more oats sown this year than last. Farmers are holding about a quarter of last year's corn crop. Practically no more wheat in the country and not much bar. Ground in good shape for seeding. Farmers all busy.—R. A. Maarsnigh, agt. Eugene Colburn.

TEXAS.

Texas.—It has been very dry in Texas and the crop is backward. I have just been two weeks in that state and I found the wheat practically laid out. In many places they won't get their seed back.—P. N. Goodman, Chicago.

Fort Worth, Tex., Apr. 12.—Very little corn is being held by the Oklahoma farmers or the Texas farmers or by the Oklahoma dealers, and the general impression is that corn prices will have to go higher or the price of oats and wheat will go lower.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

WISCONSIN.

Fitchburg, Wis., Apr. 22.—Season very late, hence prospects not promising.—Lappley Bros.

Atwater, Wis., Apr. 20.—Farmers are all commencing to seed their grain this week. Ground works good.—Gustav Beske.

Appleton, Wis., Apr. 21.—On account of continued rains, seeding is being delayed considerably.—H. Servaes, agt. Western Elevator Co.

Greenleaf, Wis., Apr. 21.—Some oats and barley still to be marketed here. Spring is cold, and but little work done on fields. Considerable hay is still in first hands, being held until after seeding, with the hope of better prices. New seeding is showing up better than expected.—Zimmerman & Rosman.

Fisk, Wis., Apr. 20.—Never knew grain sold out so clean before at this time of the year; there is not a car load in my territory.—A. T. Sanders.

Boyd, Wis., Apr. 21.—There has not been sufficient warm weather, so that no seeding has been done so far. Winter wheat froze out during the winter, but rye is looking fine.—Agt. O. J. Amundson.

Grain Dealers Meetings.

May 19-20. Oklahoma Grain Dealers' Ass'n will meet as usual at Oklahoma City.

June 15-16. Illinois Grain Dealers' Ass'n will hold its annual meeting at Peoria, headquarters National Hotel.

June 23. Indiana Grain Dealers' Ass'n will hold its mid-summer meeting at Indianapolis. Session will be held in assembly hall of Board of Trade.

June 29-July 2. Ohio Grain Dealers' Ass'n will hold its mid-summer meeting at Cedar Point.

Oct. 6-8. Grain Dealers' National Ass'n will hold its annual meeting at Indianapolis, Ind., headquarters Claypool Hotel.

A society has been formed in England for the extermination of rats. At its first annual meeting recently Sir James Crichton-Browne said there was one rat to every acre in England and Wales and the total damage done by the rodents aggregated over \$65,000,000.

Every grain dealer should take the Journal and study it, as I find it a very good play to profit by somebody else's experience. We can read what other grain dealers are doing, and best of all, keep in touch with the latest improved machinery for elevators.—E. W. Carter, Alvin, Ill.



From Minneapolis Journal.

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

EXPORT.

C B & Q, Sup 7 to ICC No 8875, grain and grain products, from stations on the C B & Q to eastern points, for export; effective May 17.

MO PAC, Sup 22 to ICC No 9611, grain and grain products, from stations in Nebraska to New Orleans, Westwego, La., and Mobile, Ala. (for export); effective May 20.

N C & St L, Sup 6 to ICC No 1628A, grain, grain products, canceling rates on wheat from points in Tennessee to Mobile, Ala., for export; effective June 1.

CUMB GAP DESP, ICC to No A446, grain and grain products, proportional rates from Ohio River crossings, when from beyond, to points east, for export; effective May 17.

WABASH, Sup 5 to ICC No 999, grain, grain products, from Chicago, Decatur, East Hannibal, East St. Louis, Ill., and St. Louis, Mo., to eastern and Virginia cities, for export; effective May 6.

MO PAC, Sup 20 to ICC No 9612, grain and grain products, from stations in Missouri, Kansas, Nebraska, Colorado and Oklahoma and Mo Pac, also stations on Mo Okla & Gulf to Galveston and Texas City, Tex., for export; effective May 19.

W T L COM, Sup 1 to ICC No A36, grain products, from La Crosse, Wis., Minneapolis, Minnesota Transfer, St. Paul, Stillwater and Winona, Minn., to eastern and Canadian points (for export); effective June 1.

M & O, grain, from St. Louis, Mo., and East St. Louis, Ill., to Mobile, Ala., New Orleans and Port Chalmette, La., for export; corn, oats, rye and barley, 10½¢; wheat, 11½¢; effective May 10.

W T L COM, Sup 10 to ICC No 779, grain products, from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, Minn., Superior and Ashland, Wis., to Atlantic seaboard points (for export), correcting minimum weights; effective May 15.

WABASH, Sup 13 to ICC No 471, grain and grain products from Chicago, Ill., Detroit, Mich., East St. Louis, Ill., and Toledo, O., and rate points to seaboard cities (for export); eliminate N Y C & St L from list of participating carriers; effective May 14.

WABASH, grain products, from Kansas City, Mo., and Kansas City, Kan., also from St. Joseph, Mo., and Atchison and Leavenworth, Kan., to Newport News and Norfolk, Va., for export; flour, 21½¢; grain products, other than flour, 20½¢; effective May 22.

GRAIN AND GRAIN PRODUCTS.

T P & W, from Peoria, Ill., to Indianapolis, Ind., 8¢; effective May 15.

C B & Q, grain products, from Sioux City, Ia., to Chillicothe, Mo., 14¢; effective May 10.

WABASH, wheat, from Chicago, Ill. (when from beyond), to Barry, Ill., 5½¢; effective May 7.

C R I & P, wheat, 13¢; corn, C L, 11½¢, from Hutchinson, Kan., to Springfield, Mo.; effective May 18.

L & N, grain, grain products, from Louisville, Ky., to Fort Wayne, Ind., 9¢; effective May 10.

CHI M & G, grain, from Group 1, 6¼¢; Group 2, 7¢; Group 3, 8¢; to Kensington and Matteson, Ill.; effective, state, April 12; interstate, May 16.

C & N W, corn, from Ainsworth, Neb., to Wheatland, Wyo., 25¢; hay, C L, from Clearwater, Neb., to Cheyenne, Wyo., 25¢; effective May 25.

C B & Q, wheat, 17¢; corn, 14¢, from Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Ia., to Joplin, Mo., and Pittsburg, Kan.; effective May 20.

NOR PAC, grain, screenings and flaxseed, from Duluth, Superior, Superior (East End also Cent Ave.), when from beyond, to St. Louis and East St. Louis, 12½¢; effective May 12.

C G T W, wheat, from St. Paul, South St. Paul, Minneapolis, Minnesota Transfer and Winona, Minn., to St. Louis, Mo., and East St. Louis, Ill., 14¢; effective May 16.

VANDALIA, corn, from Mays to Arthur, Ill., inclusive, to Brazil, Ind., 6¢; effective May 22.

C & A, grain and grain products, from Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Louisiana, Marshall, Mexico, Odessa and Slater, Mo., to Fort Smith, Ark., 18¢; effective May 18.

C C C & ST L, grain and grain products, from Chicago, Ill., to Bonfield, Booth, Coster, Essex, Gardner, Greenwich, Langham, Mazon, Seneca and Waupegon, Ill., 5¢; effective, state, April 16; interstate, June 6.

MINN & ST L, wheat, from Minneapolis, St. Paul or Minnesota Transfer, Minn. (when from beyond), to Chicago, Ill., when milled at New Ulm, Fairfax, Hanska, 10¢, and Franklin, Minn., 11¢; effective May 16.

P R R, ICC No PP170, grain and grain products, from Groups 1 to 4, inclusive, to eastern basing points and interior eastern points; effective May 21.

VANDALIA, Sup 78 to ICC No 1589, grain and grain products, from stations on Vandalia to points in C F A territory and Wisconsin; effective May 22.

C R I & P, Sup 1 to ICC No C8621, grain, grain screenings and flaxseed, from points in Minnesota to Buffalo, N. Y., Cairo, Ill., Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., and other points in Illinois, Indiana, Ohio and Kentucky; effective June 7.

WEST SHORE, ICC No B3882, grain and grain products, from stations on West Shore to stations on D & H; effective May 21.

ILL CENT, ICC No A7379, grain, between points in Illinois; effective, state, April 22; interstate, May 26.

CH M & G, ICC No 24, grain, from points in Illinois to Chicago, Ill.; effective, state, April 15; interstate, May 16.

GT NOR, Sup 1 to ICC No A2975, barley, from points in North Dakota to points in Montana; effective May 15.

C F ASSN, ICC No 111, grain, grain products, from Manitowoc and Milwaukee, Wis., to points in C F A territory; effective May 20.

TOLEDO URB & INTERURB, ICC No 29, corn and oats, from stations in Ohio to Toledo and Kerper, O.; effective, state, April 24; interstate, June 1.

C B & Q, ICC No 9419, grain and grain products, C L, from stations on C B & Q to Cairo, Ill., and Evansville, Ind.; effective May 10.

ERIE, Sup 30 to ICC No A3698, grain and grain products, from Chicago and other stations on Erie to eastern cities; effective May 15.

C R I & P, ICC No C8622, grain and grain products and seeds, between points in Illinois and Iowa stations on C R I & P; effective May 25.

C B & Q, Sup 2 to ICC No 9239, grain, grain products and hay, from Missouri River points to stations on New Mex Cent; effective May 14.

ANN ARBOR, ICC No A87, grain and grain products, from local stations in Michigan to Ohio River Crossings and points west; effective May 15.

ILL CENT, ICC No A7385, grain, from Council Bluffs, Ia., Omaha and South Omaha, Neb. (when from beyond), to Louisville, Ky.; effective May 26.

C C C & ST L, Sup 48 to ICC No 2334, grain and grain products, from stations in Illinois to Cairo, Ill.; effective, state, April 6; interstate, May 6.

C M & ST P, Sup 10 to ICC No B902, grain and grain products, from Atchison and Leavenworth, Kan., to stations on C M & St P; effective May 13.

WABASH, Sup 6 to ICC No 1001, grain, grain products, from stations on Wabash and connections to Buffalo, N. Y., Pittsburg, Pa., and rate points; effective May 9.

HOCKING V, Sup 7 to ICC No 1167, grain and grain products, from all stations on Hocking V to New York, Boston, Philadelphia and Baltimore; effective May 17.

ILL CENT, Sup 6 to ICC No A6520, grain, grain products, from stations on Ill Cent in Illinois to points in Indiana, Kentucky, Michigan and Ohio; effective May 27.

ILL CENT, Sup 5 to ICC No A6520, grain, grain products, from stations on Ill Cent in Illinois to points on Ill Cent in Indiana, Kentucky, Michigan and Ohio; effective May 17.

WIS CENT, ICC No 1885, grain, grain screenings, flaxseed, flaxseed screenings, from St. Paul, Minneapolis, Minnesota Transfer, Minn., and Superior, Wis. (when originating beyond), to stations on Wis Cent.

C G T W, Sup 3 to ICC No 4531, wheat, corn and oats, from Missouri River points to Ohio River crossings, when destined to southeastern and Carolina territory; effective May 15.

MO PAC, Sup 29 to ICC No 9885, grain, grain products and seed, between points in Missouri, Kansas, Nebraska and Iowa and stations on Mo Pac in Missouri, Kansas, Nebraska, Colorado and Oklahoma; effective May 19.

W T L COM, Sup 12 to ICC No 772, oats, rye and barley, from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, W., Minn., Ashland, Kasca, La Crosse, Superior, Washburn, Wis., to Atlantic seaboard points; effective May 12.

MICH CENT, ICC No 3634, barley, buckwheat, corn, kafir corn, oats, rye, wheat, flour, from stations on Mich Cent to Cincinnati, Lynchburg, O., New Albany, Lawrenceburg, Madison, Jeffersonville, Ind., and Louisville, Ky.; effective May 22.

C R I & P, Sup 43 to ICC No C7901, grain, seeds and products thereof, between Chicago, Peoria, Rock Island, Ill., St. Paul and Minneapolis, Minn., and stations in Illinois, Iowa, Missouri, Minnesota, South Dakota and Kansas; effective May 22.

C & A CLOVER LEAF-ALTON, ICC No 79, grain and grain products, between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill.; also St. Louis, Mo., and stations on C & A and connections; also from stations on above-named roads to Toledo, O., and Detroit, Mich.; also to Chicago, Ill., when destined beyond, via Chicago and lake lines; effective May 7.

C B & Q, Sup 1 to ICC No 9314, grain, grain products and seeds, and articles taking same rates, between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and rate points, and stations in Iowa and Missouri, also from stations in Iowa and Missouri to Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., and rate points; effective May 10.

C & N W, ICC No 7017, wheat, corn, oats, rye and barley, from Omaha, Council Bluffs, Neb., Missouri Valley or Council Bluffs, Ia. (applies only on shipments originating in Colorado, Kansas, Nebraska (except Omaha, South Omaha or Nebraska City), South Dakota, west of Missouri River, and Wyoming), to Cincinnati, O., Jeffersonville, New Albany, Ind., destined to southeastern and Carolina territory; effective May 20.

SEEDS AND HAY.

N Y C & St L, ICC No 2611, rules governing transit seed privileges at South Whitley, Ind., effective May 15.

ILL SOU, ICC No 443, chaff, red top seed, from Salem, Ill., to Cincinnati, O., and Louisville, Ky., 15¢; effective May 13.

C B & Q, Sup 1 to ICC No 9244, seed, from Denver, Colo., and rate points to points in Group 1; effective May 15.

JOINT RATE INS BORO, ICC No 4, rules governing transit on seed, at Chicago, Ill.; effective May 15.

K C M & O, ICC No 112, grain, seeds and alfalfa hay, transit privileges, also storage and reconsignments of grain, from originating at points on K C M & O and K C M & O of Texas, etc.; effective May 13.

C R I & P, Sup 30 to ICC No C8725, broomcorn and seeds, between Chicago, Peoria, Rock Island, Ill., and points in Kansas and Oklahoma; also cancel rates between St. Paul, Minn., and points in Kansas and Oklahoma; for rates see C R I & P 19700B, ICC C8115; effective May 15.

D L & W, seeds, from New York Harbor to Hoboken, N. J., 3¢, plus \$2.50 per car; effective May 22.

IOWA CENT, Sup 2 to ICC No 2122, seeds, grain, grain products, hay, between stations on Iowa Cent and northern and western points; effective May 20.

L & N, Amend 130 to ICC No A5156, millet seed, C L and L C L, from Tennessee points on Nashville and Decatur divisions to Covington, Newport, Andrews, Latonia and Wilders, Ky.; effective, state, April 17; interstate, May 21.

GRAND TRUNK, ICC No A1264, hay, in bales, C L, from Detroit and Port Huron, Mich., to eastern points; effective May 19.

B & M, ICC No GFA8818, hay and straw, from stations on B & M to stations on N Y N H & H; effective May 17.

GRAND TRUNK, ICC No A1261, hay and straw, from stations on Grand Trunk to New York and Plattsburg, N. Y.; effective May 12.

C & O, ICC No 4588, fodder and straw, pressed in bales, from Ashland, Ky., and stations in West Virginia, also Ironton, O., to points in South Carolina, Georgia and Florida; effective May 15.

UNION PAC, Sup 14 to ICC No 1577, hay and straw, C L from stations on Union Pac in Colorado and Nebraska to Chicago, Peoria and East St. Louis, Ill., and other points; change in minimum weights; effective May 20.

CAN PAC, ICC No E342, hay, pressed, in bales, to Boston, Mass., and rate points, from Forester, Forestville, Harbor Beach, Lexington, Port Hope, Port Sanilac and Richmondville, Mich., 30½¢; from Huron City and Port Austin, Mich., 32¢; effective May 15.

ELEVATION AND TRANSIT.

C & O, ICC No 4510, grain, rules governing charges for elevation at Richmond, Va.; effective May 15.

C & O, ICC No 4616, grain rates, rules and regulations governing handling at Newport News, Va., elevators; effective May 15.

M K & T of Tex, Sup 7 to ICC No B468, rules governing switching, elevator and drayage charges at Fort Worth, Tex.; effective June 20.

B & O S W, Sup 6 to ICC No 5702, grain elevation through Cincinnati; effective, as noted; the allowance for elevation of grain as covered by Rule 8, Sup 3, will also apply on shipments destined to Central City, Ky., Clarksville, Tenn., Elizabethtown, Gracey, Hopkinsville, Nortonville, Ky., and Nashville, Tenn.; effective May 14.

C B & Q, ICC No 9466, R R No GFO-5336A, wheat, milling in transit at Louisiana, Mo.; effective May 20.

NORF & WEST, ICC No 3423, grain, milling in transit at Columbus, O.; effective May 17.

C B & Q, ICC No 9446, grain, milling in transit at Rochelle, Ill.; effective May 15.

NORF & WEST, ICC No 3424, grain, milling and sacking in transit at Scioto Valley division stations; effective May 17.

C C C & ST L, ICC No 4741, rules governing mixing and reconsigning of feed in transit at Terre Haute, Ind.; effective May 19.

C & O, ICC No 4480, barley, corn, oats, rye and wheat, rules governing milling in transit at stations on the C & O; effective May 20.

C B & Q, ICC No 9475, barley, rye, wheat and oats, rules governing cleaning in transit arrangement at Prescott, Wis.; effective May 20.

JOINT RATE INS BURO, ICC No 1, grain, rules governing transit privileges at Chicago district stopover points on transit grain; effective May 15.

C GT W, Sup 1 ICC No 4437, canceling allowance for car lining and grain doors; effective May 15.

ERIE, ICC No 7030, grain, rules governing delivery at New York City and eastern terminals; effective May 19.

GRAND TRUNK, ICC No 1161, regulations governing storage and reconsignment of grain products at Fort Gratiot, Mich., and Depot Harbor, Ont.; effective May 10.

MO PAC, Sup 21 to ICC No 7913, grain, grain products and seeds, rules governing minimum weights; effective, state, April 21; interstate, May 15.

C GT W, Sup 8 to ICC No 3521, barley, from stations in Minnesota on C GT W to St. Louis, Mo., and East St. Louis, Ill., correcting minimum weight; effective May 18.

MO PAC, Sup 26 to ICC No 7341, grain, grain products, seeds, hay and straw, from points in Illinois and St. Louis, Mo. (originating beyond), to Texarkana, Ark.; rules governing minimum weights; effective May 15.

MO PAC, Sup 28 to ICC No 6590, grain, grain products and seed, from stations on Mo Pac in Missouri to points in Illinois, Missouri and Kentucky, also Belmont, Mo., when destined to southeastern and Carolina territories; correcting minimum weights and rules governing furnishing of grain doors; effective May 19.

New Modern Elevator at Filer, Idaho.

Some new modern elevators have already been erected in Idaho, and many others are promised. The high price of bags and the old time expensive method of handling is forcing grain men to install modern bulk elevators with late improved dumps and modern equipment throughout. Illustrated herewith is a new elevator built recently for the Utah-Idaho Elevator Co. of Salt Lake City by G. H. Birchard, who also erected a similar elevator for the same company at Kimberley, Idaho.

The main building is 26x28 ft., 36 ft. to the square. It is of cribbed construction, and its foundation and deep boot tanks and receiving sinks are of heavy concrete construction. The feed mill and warehouse adjoining is 26x40 ft. iron-clad.

The driveway, office and engine room adjoin the main building so that the entire business is under the immediate supervision of the man in the office.

The machinery equipment of the house includes a 15 h. p. gasoline engine, 1 No. 34 Barnard & Leas separator, 1 No. 1 Willford 3-roll feed mill, 1 stand of

elevators with 6x11 buckets, 1 feed and chop elevator, a 5-ton wagon scale, a 500 bu. hopper scale and a manlift.

Corn Breeding.

The movement for better oats was one subject for discussion in the March 10 issue of the Journal. Experiments by leading oat breeders have proved conclusively that oats are self-fertilizers, that is male and female organs of the same plant fertilize in an air tight cell and that cross fertilization must be done artificially. Corn breeding is naturally the cross-fertilization method, thus simplifying its scientific development.

Science says that plant breeding consists of the "selection of male and female, whose union is to produce the new product, and the securing of that union under conditions favorable to the development of the product." The male element of the corn is represented in the tassel and the female in the silk. Corn is in-bred or Cross-bred when silk of stalk is fertilized by pollen from same stalk or a different one. While the pedigree of most corn is a mixture, cross fertilization is the desirable method of development. C. Vincent, of Omaha, advocates the following method:

SELECTION: Select best soil for breeding patch; have it thoroughly fertilized with well rotted manure. Test 3 or 4 kernels from each ear of seed corn to determine whether it is strong and vigorous. Reject all ears which show low vitality. Plant the corn from each ear in a row by itself numbering rows to correspond with ear.

CULTIVATION: Cultivate and harrow the ground before the corn comes up and as many times during the season necessary to prevent a crust forming. Surface should be worked and kept mellow. After the corn is too high for the usual method of cultivation something heavy should be dragged between the rows to keep the surface loose.

CROSS BREEDING: The tassels and silks shoot at about the same time and the pollen falls soon after the tassel shoots. Watch the breeding patch carefully and pull all the tassels from every other row such as 2-4-6, etc. Be sure to do this before the pollen falls. Tassels should be removed from the odd numbered rows bearing ears high on the stalk; from all weak and ill-formed stalks; all barren should be cut out.

CROSS-BRED CORN: The detasselled rows have been deprived of the male element,—they may be called the female rows while the tasseled rows may be called the male element. Corn borne on the female rows will be all cross-bred while that on the male rows will be both cross-bred and in-bred.

SEED: Choose all your seed for the next year from the female rows, thus insuring cross-bred seed. Weigh the product of each row and make a record of the pounds. It will be found that some rows produced 30 bus. per acre, others 80 and 90 bus. Then go back to original seed ears and pick out those which have been the most productive. Make a special breeding patch the succeeding year, using the best ears, and from this seed the second year may be secured seed for general planting the third year. Use the product from the female rows for general planting the second year. By this method there will be two breeding patches on the farm, one of new ears and one of tested ears.



New Modern Elevator at Filer, Idaho.

Inspection at Chicago.

BY W. SCOTT COWEN, CHIEF INSPECTOR.

The State of Illinois has by law taken upon itself the responsibility of making a grade on all grain passing through the different markets where inspections are made. If we fail to render a just grade, the State of Illinois has failed to perform the duty it has arbitrarily taken upon itself. To the farthest extent of my ability I propose to see that this work is performed as honestly and accurately as human judgment will permit.

As Chief Grain Inspector I believe it to be my duty to give to the grain passing under my supervision the benefit of every reasonable doubt.

When I entered upon my duties and took charge of the Inspection Department I found many things that to me were very unsatisfactory. I determined to overcome these faulty conditions if possible. After much thought, careful investigation, and many conferences with the Grain Committee of the Board of Trade and other persons of experience, the new system of inspection now in successful operation was decided upon. Up to this time it has fulfilled my most ardent anticipations and the more I witness its operation the better I am satisfied it is a vast improvement over the methods that had been in continuous use without any improvement for about forty years. I am so confident we are on the right track that I am perfectly willing, and do accept, all of the responsibility of its ultimate success or failure.

As evidence of the accuracy of the work done under the new system of inspection I am pleased to say that where under the old method there was an average of four hundred calls for reinspection each month, there is at present only about fifty.

In selecting the grain inspectors for the work in the inspection room, I have chosen those who by many years of experience have proven themselves competent. Evidence to the contrary will cause their dismissal.

The men who act as chief samplers are men who have had long experience in drawing samples from cars under the old system of inspection, while some of them were formerly regular grain inspectors of high standing. These men receive approximately the same salaries as those who make the grades at the office, and I consider, and impress it upon them, that their work is fully as important (if not more so) than that of the regular inspectors, and that in filling the place of samplers their standing in the work of the Department is in no manner lowered

from that of a regular inspector, as everything depends upon the careful and accurate manner in which the samples are taken at the cars. These samplers have assistants or helpers under them, but the Department holds the chief samplers responsible for all the work performed.

I believe the Inspection Department is now in a position where we can assure a just and uniform grade on grain. This being the case grain shippers are justified in buying grain from the producers on its merits. If the grain is loaded right, I feel perfectly safe in assuring you it will be graded right on arrival. But if shippers are careless in buying, mixing and loading, I must also assure you that no favors can be granted. You will have to abide any results of carelessness that may tend to lower the grade. The Inspection Department has "no foes to punish, or friends to reward." An honest, intelligent "square deal" for all is my motto and shall ever continue to be.

The Inspection Department invites correspondence from all, as in my opinion the Department belongs to the people, and should in no manner be closed to the exchange of opinions. Individuals, or committees, are cordially invited to call at the office at any time, and witness the manner of inspection, and express their individual or combined opinion as to its working. This is very much desired and I trust will be done before indulging in adverse criticism.

My hope is that through a uniform and accurate inspection the producers of grain may be encouraged to become more careful in garnering and caring for their crops and thus be able to deliver a higher quality and in this way raise the standard in quality and condition of all grain passing through the great markets of the country. The farmer who cares for and delivers his grain in first-class condition should be encouraged by receiving a higher price than the one who is not so careful. It then rests with the shipper to care for and keep this better grain separate from the poorer and thus receive a better grade and consequently higher price for himself. Justice demands that the careful man should be protected as against the man who is not careful.

Directors and delegates of the Millers' National Federation at their annual meeting at Chicago, Apr. 9, elected D. M. Baldwin, Jr., of Minneapolis and A. Menzel of Toledo, vice presidents. Sec'y Goetzmann's salary was increased from \$5,500 to \$7,500 a year. The Federation has a membership with capacity of 300,000 bbls. of flour per day. Its annual revenue is \$15,000.

Numerical Seals.

Practical men interested in sealing cars such as grain shippers, railroad agents, deputies of weighing and inspection departments in terminal markets, who have given this important phase of transportation consideration, agree that car seals should afford protection, identification, and a record of shipments.

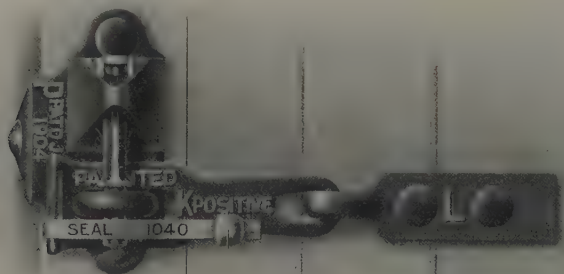
The self-locking car seal is the outgrowth of experience which aimed to supply security, legibility and a satisfactory record since such seals may be consecutively numbered, thus individualizing each seal so a permanent reliable record may be maintained.

Several railroad companies have adopted the self-locking seal instead of the wire and lead seal which was fastened with a seal press. The Rock Island Lines have done so, and the illustration herewith shows the hasp of the door properly closed and the seal securing it, so adjusted that its number may be read at a glance without straining the eye or craning the neck. As many shippers furnish their own seals or seal their own cars thus acting in the capacity of the railroad agent to that extent, the instructions which the Rock Island Lines have given its agents will prove of value to those wishing to facilitate the work of terminal inspectors, thus protecting their own interests: The Rock Island says,

"The cut shows one of the new seals properly applied to one of our standard door fasteners, and illustrates better than words the advantage of such application, as compared with practice of running seal through fastener in any of the several ways that make reading of number so extremely difficult. After putting hasp in position and pin in place, seal should be applied through slot in end of pin, from right to left, with numbered side of seal toward the car, which brings the number in proper place when seal is doubled back and end inserted into bulb in which locking device is located; and if hasp has turned end with slot, like our standard fastener, seal should also be passed through slot in hasp before doubling back to be locked. Each seal as applied should be tested by attempting to remove numbered end from bulb after its insertion to insure that it is locked. As a means of limiting the number of figures or characters, some of the seals will have letter prefixes, which are as much a part of the record as the figures, and should be recorded with the same accuracy as the figures."

Numerically numbered seals have been used by various lines and the numbers have run into the millions thus making a large number of numerals for the inspectors to copy. A scheme to reduce the numerals has been worked out and henceforth there will be no excuse, if there ever has been any, for copying a wrong number as the largest number to be recorded will not have over 9 characters and a large percentage will be 5 and lower. For instance one division of the Railroad line will have seals beginning with numbers from 1 to 999,999; when these are exhausted it will receive another series beginning with A 1 to A 999,999. This method may be continued indefinitely. Shippers should insist upon self-locking, consecutively numbered seals. The shipper's own firm name upon each seal is preferable.

SWEEPING cars after grain is removed from them at terminals is absolutely necessary if shipper is to be credited with full amount placed in car. It is generally supposed that today all cars are carefully swept, but a visit to different elevators of some of our western primary markets discloses the fact that much grain is ruthlessly wasted.



New Car Seal Used by the Rock Island.

James A. Patten, Grain Merchant.

The U. S. Supreme Court has rendered a decision in which it declares that "People will endeavor to forecast the future, and make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable." Jas. A. Patten of Chicago has proved himself to be a "competent" whose prophecy concerning the value of wheat has been vindicated. He foresaw an economic condition last Fall and took advantage of it to buy wheat; today he is the foremost grain merchant in the minds of the people because the misinformed believe he has cornered the staff of life. This seems somewhat absurd when the little cash wheat offered is selling at a premium over wheat for May delivery in Chicago, St. Louis, Kansas City, Duluth, Minneapolis, Toledo and other terminal markets. It might be possible for Mr. Patten to corner wheat in Chicago, but not the flightiest imagination of a precinct politician could conceive his cornering it in every central market of this country and Europe, and in Winnipeg where the cash wheat is selling above the May. But it is of interest to know how Mr. Patten, cloistered in his private office, determines that there is not near as much wheat left in farmers bins as the Government claims.

At the age of 13 James Patten was on his grandfather's farm, planting seed, harvesting grain. He was a producer of grain for about five years. He became a merchandiser when he spent two years behind a dry goods counter in Sandwich, Ill. He became a judge of grain when he worked 4 years for the Illinois State Grain Inspection Dept. He had his eyes opened during the early period of his life with two years at the Northwestern Academy. He asserted himself when he left his \$100 a month inspection job and began as a grain clerk at \$7.00 per week.

"The boys laughed at me and called me a fool," said Mr. Patten, "but I told them I would either stick with G. P. Comstock & Co. or go back to the farm." One sees in this move the evidence of nerve which Mr. Patten has since displayed in his gigantic speculative operations.

Jas. Patten's firm controls over 200 country elevators in Indiana, Illinois, Iowa and Nebraska while it has personal representatives in every grain center of the grain surplus states. Thru trustworthy employees of special ability Mr. Patten secures information concerning grain production which he knows is right. He does not get his figures on acreage, condition or yield from enthusiastic farmers having a weakness for extravagant language when speaking of their own or from those who want their reports to be a bit bigger than those of the adjoining county, or from some political henchman, a "crop expert" in ignorance, but from men who know grain, buy grain, grain dealers. Then his large personal following and corps of experts helps to keep him informed.

Jas. Patten has brokerage representatives in Buffalo, Philadelphia, Baltimore, New York, Boston, New Orleans and Portland, Me. who keep him in constant touch with the consuming end of the grain business. He has few personal foreign representatives. He relies mostly upon public sources of information for his data and cables his friends upon whose veracity he can rely when he desires special information. It is probable that

the machinery which he has at his touch for securing data the world over is not excelled by any person or firm.

Mr. Patten's ability to secure reliable information concerning production and consumption is supplemented with extraordinary facilities for merchandising grain. When the grain history of this country is written by an unprejudiced hand 25 years hence, it is probable he will be accorded the premier grain merchant of his day, for upon many occasions he has taken into his bins 5,000,000 bus. of grain per day. He controls 7,000,000 bus. storage capacity in Chicago; 800,000 bus. in Cairo; 250,000 bus. in Kankakee; 750,000 bus. in Terre Haute; 1,000,000 bus. in Peoria; 1,500,000 in New Orleans; 1,000,000 in Omaha; over 10,000,000 bus. storage capacity. With a machine of unparalleled greatness for receiving and shipping grain and with millions in the money vault, his successful career, which to date has been a steady straightforward growth, based upon the fundamental principle of determining the relation of supply and demand, supplemented at times with a little "shaking out" in the pits, is undoubtedly the product of his own genius. An illustration:

Aug. 17, 1908 was a cold day in Manitoba; the temperature was 26° F. When Mr. Patten arrived at his office that morning he noted it. Without waiting or asking for Canadian advices of crop damage, he drew upon his knowledge of growing wheat and its relation to temperature, cabled to his Liverpool representative stating that such a temperature would undoubtedly curtail yield of wheat in Manitoba to 100,000,000 bus. Winnipeg dealers immediately denied wheat was hurt, and one prominent member of that market wired Mr. Patten he would bet \$1,000 wheat yield would exceed 100,000,000 bus. Mr. Patten answered, "You're on."

Three days later there was another low

temperature in Manitoba. Mr. Patten reasserted his previous statement to Liverpool by cable, and again the report went out from Winnipeg "No damage," and the Winnipeg bettor wired he would take Mr. Patten for another \$1,000 which was promptly accepted. The Canadian Govt. subsequently placed the yield at 92,000,000 bus.

With no advices cared for, or solicited but "Temperature 26° in Manitoba" Mr. Patten as he said "just pulled down the blinds, used horse sense, and fought it out on that line."

What is the key to successful speculation Mr. Patten? "I could no more tell you than you can tell me what makes a good physician. In fact they are somewhat alike for both must carefully look over the patient and diagnose conditions as he finds them. All business is more or less a speculation, and I am no more of a gambler than the grocer who buys all the canned peas he can get when there is a short crop."

"Son, Do you know what I would do if the legislature should pass an anti-future bill, me, with 7,000,000 bus. storage capacity here in Chicago alone? I would just let Mr. Farmer haul his grain to market and when the heavy movement started the prices would be depressed way below the actual value for there would be no speculators to take the surplus grain. When it got to be very low I would fill my big bins and wait until the country was short. I have an idea I could make twice what I do now on cash grain."

Two years afterward Comstock & Co. failed and Mr. Patten with his two brothers and H. J. Coon organized the firm of Coon & Patten Bros. This firm was succeeded after two years by Patten Bros., then Carrington Patten & Co. in 1902, Bartlett, Frazier & Carrington in 1903 and finally the present firm of Bartlett, Patten & Co. in 1908.



James A. Patten in his Chicago office.

Dealing in Grain for Future Delivery,

[From a contribution by H. N. Sager, ex-president of the Chicago Board of Trade, in Harper's Weekly.]

Can any man who pretends to write for an intelligent public be blind to the fearful punishment visited upon the producing classes of Germany by the closing of the bourses of that country a few years ago? Can he be ignorant of the fact that the arguments to close the German exchanges were borrowed from the politicians in this country who tried to force anti-future trading legislation at Washington? The experiment was a dismal failure for the leading agricultural nation of Europe. In 1900 the German government ordered the bourses reopened on the urgent petition of grain raisers. Does this country want to try such a costly experiment?

Ask any of the big grain handlers of any exchange, and they will tell you that about 50 per cent of the year's production is sent forward to market during the four months following the gathering of the crops. If they are honest, they will tell you that only the presence of the open world's markets prevents gigantic combines among buyers, and a lowering of prices from 10 to 25 per cent to producers while the rush of marketing is in progress. Once the grain is accumulated at the big centers, this same combine would be able to mark prices very much higher to consumers. It needs no special insight into trade conditions to know that the open market, which the exchange makes possible, is the only barrier to the formation of the greatest trust this country ever dreamed of, with all its blighting effects on the owners and tillers of American farms.

Much is said about short selling in grain or cotton by those who have not the property to deliver. The penalty for the same under the rules of the exchange is equivalent to that of a bond—the seller has to deliver or must buy back the amount of his short sale in the open market, and thus become a factor in advancing prices to the benefit of the original producer of the grain or cotton, as well as the buyer of futures who anticipates his wants by making contracts months in advance.

It is not easy to understand why so many well-meaning people have a hobby of attacking the exchanges, the public markets of the great centers, and well established modern methods of buying and selling for future delivery. The only reasonable explanation is that abuses of legitimate transactions have been allowed to flourish, in the shape of bucketshops and irresponsible so-called brokerage concerns which fleece the public, and are responsible to no one for their acts, as they are outlaws to start with. For a period of years the big exchanges have waged a war on these parasites, with the aid of the various states. Even now, would-be reformers who look only at the surface of things, condemn the whole system of trading in agricultural products simply because they do not know where commercial transactions end, and where imitation and fraud begin. As well might the farmer chop down the fruit-bearing trees of his orchard to get rid of lice and insects that are working damage to his fruit, as for the state or nation to propose the abolishment of exchanges and their open markets because of the objectionable parasites which live upon them, and become a tax upon that credulous portion of the public which

patronizes them, even after knowing them to be outlaws.

Every thoughtful man who will study the business of the world as conducted today must see that in all lines the future contract is a necessity. The world is fed, clothed, and transported by supplies furnished on future contracts. There can be no possible distinction between supplying grain, flour, and provisions on future contracts and supplying coal, lumber, steel, wool and leather on future contracts. Any sane man knows that the business of the country could not go on for a day if the builder could not buy lumber, the manufacturer buy wool and leather, the railroads buy coal, steel, and hundreds of other things, weeks, months and sometimes years in advance.

For every buyer there must be a seller. Sellers have to meet demands of buyers by making future contracts. The sales are made before the wool is taken from the sheep's back, the hide from the steer, the iron and coal from the mines. Just so, wheat, corn and cotton are sold before the crops are harvested; sometimes before they are out of the ground. The miller cannot wait until the wheat is on the cars to provide for this output. He sells flour months ahead. He must make contracts for his wheat months ahead. The seller (short seller, if you please, until he can deliver the property) is an absolute necessity. America is engaged in feeding and clothing Europe with her surplus grain and cotton.

The exchanges, with their facilities for ascertaining crop promise at home on one hand, and foreign needs on the other, enable their members to make contracts with the producers, from whom they buy, and with the consumers, to whom they sell. The whole business is based on future contracts. Back of these contracts stands the exchange with its iron-clad rules offering a guarantee to all the world that the contracts of its members will be faithfully met. If future contracts underlie the commercial world it is difficult to see how law-makers can interfere with their operations on legally and honorably conducted exchanges without running foul of the constitutional provision against class legislation. The problem which confronts the trade and Congress is how to do away with the parasites, and their vicious and harmful abuses of grain and cotton contracts, without crippling the enormous business depending on legitimate transaction based on future contracts.

The Supreme Court of the United States, in its decision May 8, 1905, in favor of the Chicago Board of Trade, held that future contracts on the Board of Trade were not gambling transactions, and this court, referring to the Chicago Board of Trade's methods of distributing its quotations to the world, said:

The telegraph companies all receive the quotations under a contract not to furnish them to any bucket shop or place where they are used as a basis for bets or illegal contracts.

Note the prohibition not to furnish them to any bucketshop or place where they are used as a basis for bets or illegal contracts; and yet these bucketshops obtain these quotations in an illegal way and on them they base their bets.

The Supreme Court gave its explanation of what the Chicago Board of Trade was, and said:

This chamber of commerce is, in the first place, a great market where, through its eighteen hundred members, is transacted a large part of the grain and provision business of the world. Of course, in a modern market contracts are not confined to sales for immediate delivery, and then this court referred to speculation in the following words:

People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding or mitigating catastrophes, equalizing prices, and providing for periods of want. Legislatures and courts generally have recognized that the natural evolutions of a complex society are to be touched only with a very cautious hand, and that such coarse attempts at a remedy for the waste incident to every social function as a simple prohibition and laws to stop its being are harmful and vain.

Business enterprise inevitably involves speculation.

Such speculation is utterly distinct from gambling.

It differs in no moral quality from the speculation entered into by the jobber who accumulates silks or woollens or any other commodity in preparation for an estimated future demand, or from the business judgment used by the contractor who agrees to deliver a great building or warship at a given price. The former buys on his estimate of future values, the latter agrees to sell short on his best judgment of the future cost of materials and labor.

No branch of business can be broadly conducted without the element of speculation.

Most important, however, to the prosperous progress of a country with a large



Mill, Transfer and Cleaning Elevator at Bourbon, Ind., Recently Purchased by Delp, Ettinger & Co.

agrarian population is that character of speculative enterprise which enables the product of the soil to be marketed at the will of the producer at prices in line with the estimates of statisticians as to the average year's value.

Based on hedging sales made possible by the great exchanges of the country, buyers in country districts are able to pay prices figured closely to terminal markets, allowing for its items of freight, handling, and a small margin.

Prior to the existence of these exchanges, prices paid by buyers were far out of line, and the producer frequently suffered from a cash market temporarily lull, or supplies temporarily large at distributing points, either of which conditions, lacking a speculative market, were enough to cut down obtainable prices on country districts from 10 per cent to 25 per cent.

No market can be broadly maintained without both buyers and sellers who are able and willing to make future contracts based upon their views of future values.

In the few months succeeding the grain harvest the country sends to market the requirements of consumption for a long period; an enormous surplus is stored in sight. Somebody must carry this load. Two classes do this. First, the farmers carry a large part of the crop for varying periods; second, the skilled judges of values on the various exchanges, and their following, carry that part, which the farmers do not choose to hold.

If such a custom did not exist we should be confronted annually with two hurtful extremes of value. First, immediately succeeding the harvest, prices would, in the face of a present over-supply, fall to values below the cost of profitable production; later on, however, just before the following harvest, supplies would be exhausted, an eager consumptive demand would then find no adequate supply, and as a result values would leap upward to figures distressing to the poor and burdensome to the rich. Consequently, speculation, merely another name for the act of adjusting supplies to requirements, gradually bringing prices, as it does, from one condition to meet another, is of the utmost importance.

Speculation then is a natural and legitimate outgrowth of the great system that has been perfected for the marketing of our crops. It is a moderator, checking the greed of holders and placing a firm hand of restraint upon the exactions of buyers. It broadens the market; it makes world conditions the measure of values. It preserves an equilibrium that could be maintained through no other agency, and as carried on under the legal restrictions and judicious regulations of the great exchanges, it is a factor conducive to the general welfare.

SMILE when luck is breaking wrong,
Chant a snatch or two of song;
Cheerfulness will keep you strong
Where discontent will fail:
Yours is not the hardest lot,
Make the most of what you've got;
Smile a bit, for kicking's not
A thing that will avail.

Manufacturers have been spending thousands to make an alfalfa machine which will successfully grind alfalfa with a minimum amount of power. Experimental work has proved costly, but American ingenuity will triumph and a machine which grain dealers may use in connection with other grinding machinery will soon be offered the trade at a reasonable price.

Imports and Exports of Beans.

Beans and dried peas amounting to 1,563,757 bus. were imported during the 8 months ending Mar. 1; against 545,436 bus. during the 8 months prior to Mar. 1, 1908.

During the 8 months ending Mar. 1, 1909, we exported 207,640 bus. of domestic and 53,011 bus. of foreign origin; compared with 239,142 bus. of domestic and 8,768 bus. of foreign origin during the 8 months prior to Mar. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 207 bus. was exported during the 8 months ending Mar. 1, 1909, against 110,478 bus. during the corresponding period prior to Mar. 1, 1908.

Broom corn valued at \$203,030 was exported during the 8 months ending Mar. 1, against \$180,207 worth during the corresponding period of the previous years.

Malt amounting to 110,580 bus. was exported during the 8 months ending Mar. 1, against 174,094 bus. during the corresponding period prior to Mar. 1, 1908.

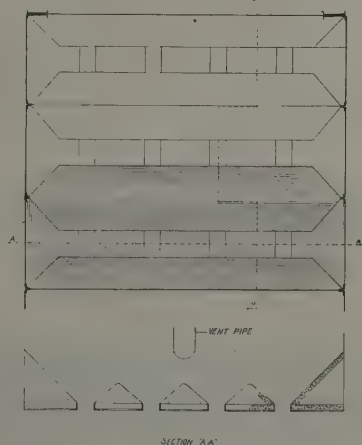
Linseed oil cake amounting to 488,704,556 lbs. was exported during the 8 months ending Mar. 1 of this year, against 483,323,270 lbs. during the same period ending Mar. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

An Improved Garner Bottom.

An improved garner bottom, which is designed to save space, confine dust to hoppers, and reduce friction of valve, has been brot out by Jas. Stewart & Co.

Either the capacity of the garner can be greatly increased, or the elevation of the cupola reduced. As is shown in the illustration herewith, the bottom of garner is hopped to twelve different openings, and the depth of the hopping is greatly reduced.

With the use of the new garner bottom, a scale hopper can be filled much more quickly and without filling the cupola with dust. The slides closing the openings in bottom of garner, are so placed that they may be operated without binding, and they never get out of order. They are run thru steel channels, and fit close. The bottoms of these garners are generally constructed of concrete facing over sand.



An Improved Garner Bottom.

Imports and Exports of Hay.

Hay amounting to 2,758 tons was imported during the 8 months prior to Mar. 1, compared with 8,886 tons during the corresponding period ending Mar. 1, 1908.

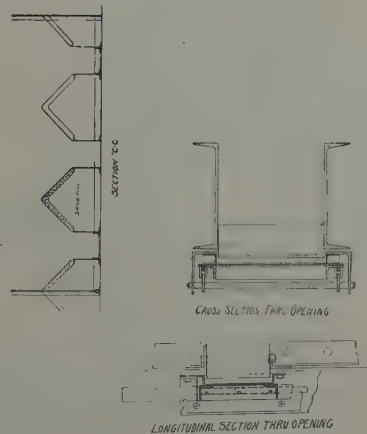
Exports during the 8 months were 46,549 tons; against 52,568 tons during the 8 months ending Mar. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

CORN seems to have been cornered by the farmers, who have held it until the high prices are driving large buyers to look to South Africa for supplies. Will they be punished for robbing the poor workman of his corn bread?

HOPPER SCALES which are located in cupola and connected with beam on lower floor by means of rods, very seldom give satisfactory results, and no elevator man who desires absolutely correct weights can afford to pay for such installation.

Are market charts reliable? Ohio trader asks if the market charts he sees advertised are reliable. They merely give the guesses of some who are engaged in selling such information. They are not inspired, but wrong as often as any firm who gives out daily advice, especially of a positive character. They gather the market figures and gossip from the newspapers and news bureaus and indulge in private guesses.—C. A. King & Co.

Anyone who has occasion to visit the offices of grain receiving houses and eltr. Co.'s will notice that the old square wooden boxes into which samples have been dumped for inspection from time immemorial are rapidly giving place to aluminum sample pans especially made for the purpose. Those who use them state that they are able to judge grain more accurately and dispose of it more quickly than under the old system. The grain can be spread out and rolled back and forth to better advantage than in a clumsy-shaped box; the bright, untarnishable sides and bottom enable the person examining the grain to get a better light upon it; and when the inspection is over the sample can be disposed of by a single turn of the wrist, through a funnel shaped aperture at the end, instead of being poured and partly spilled over a corner of the wooden box. It is little conveniences such as this that now lighten the petty burdens that formerly made the life of a grain man wearisome.



A Word About Scales.

By A. E. Schuyler, Asst. Board of Trade Weighmaster, Chicago.

There is no use trying to travel back to the origin of scales for they came as one of the signs and were a necessary factor of the earliest civilization, and in their simpler forms were as universal as pottery.

The old English scales, which are still in use, were simple straight arms of suitable length, balanced across a support at the center. They required the addition of such suitable known weights on the one end as would equal the weights of the object to be weighed, suspended at the other end, an equal distance from the center.

The Chinese were probably the inventors of the steelyard scale, which involves the principle of a lever with unequal arms or, in other words, a support at some point other than the center which consequently permits the use of known weights smaller than the object to be weighed. The large scales are all forms of the steelyard, modified to a greater or less degree, chiefly for the purpose of making easy the placement and suspension of the object to be weighed, at the same time permitting the known weight to be small and easy to handle. Platform and hopper scales are such modifications of the simple steelyard.

The first platform scale was invented in England in 1774. The first American patent for machines to weigh heavy loads was granted in 1831. Such machines were frequently clumsy and lacking in the precision of modern construction. For it was not very many years ago that wooden scale levers for wagon scales and wooden scale beams were used. Progress in the art of mechanical construction has done away with inaccuracy due to such clumsiness. Not so, however, with inaccuracy due to two popular types of weighing devices, the spring balance and the pitless scale.

I do not know when, where or by whom the spring balance scale was invented; it is outlawed in Canada, a well deserved fate.

It was, however, the inventive genius of an American, I am told, that gave to the world the pitless design of wagon scale, and it is this type of weighing machine that the writer would call particular attention.

The consensus of opinion among disinterested scale inspectors, is that it is not practicable to construct so large a weighing machine in the small space used in the construction of this style of scale. Moreover, the entire absence of suitable foundations in pitless scales is decidedly objectionable, for without a solid foundation any scale is very liable to settle out of level and thus cause incorrect weights. Right here it would be appropriate to em-

phasize the fact that the foundation is to the scale what the constitution is to the man. The accuracy of all scales is dependent upon a solid, well maintained foundation. Even the best of scales will get out of order if not provided with good foundations. In fact, I am safe in saying that bad foundations cause 90 per cent of the trouble with wagon and track scales.

All of this being true, it is amusing, so long as one is not a purchaser, to read the claims made for the pitless type of wagon scale. Here then, are a few of the arguments frequently used to influence prospective buyers of scales:

The pitless feature for wagon scales ought to appeal to the scale buying public. It is useless to dig a hole for a wagon scale. One might as well cut a hole in the counter for a grocer's scale.

The digging and walling of a deep wagon scale pit costs money and is avoided by installing a pitless scale, which sets entirely on the level with the surface of the ground.

The pitless wagon scale is set up and sealed with United States Government tests before it is taken from the factory, and in consequence the accuracy of the scale is beyond question.

It takes only two hours' time for any one to set up a pitless wagon scale all ready for use.

Inasmuch, then, as the pitless style of wagon scale is lacking in two fundamental essentials of a reliable weighing machine, these illustrations, while adorning this tale, will doubtless also serve to point a moral.

Exports of Glucose, Corn Oil and Corn Oil Cake.

During the 8 months prior to Mar. 1 we exported 75,805,483 lbs. of glucose, 1,478,562 galls. of corn oil and 33,790,481 lbs. of corn oil cake; against 91,172,986 lbs. of glucose, 2,827,400 galls. of corn oil and 46,068,124 lbs. of corn oil cake during the corresponding period ending Mar. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 8 months prior to Mar. 1, 1909, amounted to 134,572,091 lbs.; against 129,127,381 lbs. for the corresponding period ending Mar. 1, 1908.

Exports of rice, rice bran, meal and polish during the 8 months aggregated 18,613,000 lbs.; against 26,556,000 lbs. for the corresponding period prior to Mar. 1, 1908.

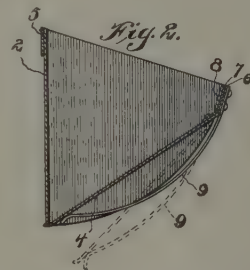
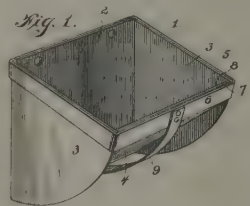
Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 8 months 4,984,809 lbs. against 6,301,693 lbs. during the 8 months prior to Mar. 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Spring Bottom Cup for Choke-Ups

Illustrated in the two engravings herewith is an elevator bucket designed to minimize the evils of choke-ups by providing the bottom of the bucket with relief.

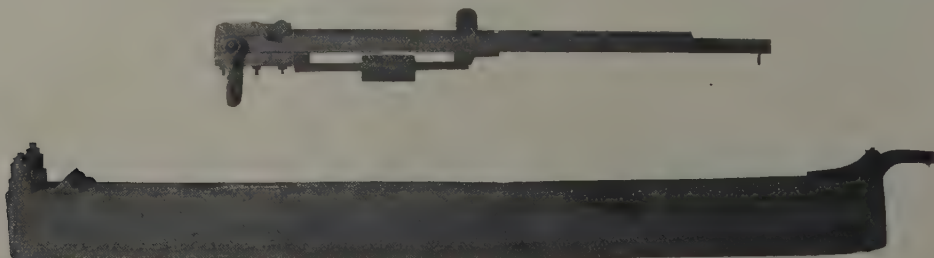
The flexible bottom of the cup is attached to the upper end of the cup by means of a leather strap extending the full width of the cup, as in Fig. 1.

The action of the spring is shown in Fig. 2 herewith, the dotted lines showing the open position. When in the open position the grain is supposed to escape thru the lower inner edge of the bucket. It is intended that the effect of this de-



vice is to permit the buckets to plow up thru a leg choked with grain, if the power is sufficient and the belt does not slip on the head pulley.

While in theory this device may seem practical in practice it will be found difficult to regulate the tension of the spring to hold grains of different weights and have the cup full. If set for oats it would seem that shelled corn would constantly leak out of the buckets; so with other grain heavier than oats. Another objection is that if the device operated successfully the boot might be choked for hours and the elevator leg in operation without the man in charge having any warning or alarm. The contrivance appears to have no merit. For this invention letters patent have been granted to A. W. Berkner of Merricourt, M. D.



Wooden Scale Beam and Wooden Lever from old Time Wagon Scale.

Grain Carriers

The Welland Canal was opened Apr. 15.

Grain shippers complain of the late date set for the opening of the Erie Canal, May 15.

The Dayton, Lebanon & Cincinnati is building a railroad between Dayton and Lebanon, O.

The ocean B/L bill introduced in the Canadian senate has passed second reading in the House of Commons.

Surveys are being made by the C. M. & St. P. Ry. for a line from Fargo, N. D., in the direction of Winnipeg.

The Frisco System is to extend the Arkansas Valley & Western from Enid, Okla., to either Liberal, Kan., or Guymon, Okla.

Vessel insurance on that part of the Canadian lake route east of the Welland Canal has been increased from 6 per cent to 7 per cent.

The union organizations of lake sailors have decided not to go to work on boats belonging to members of the Lake Carriers Ass'n, which is enforcing the open shop.

Kerr, Gifford & Co. have been granted refund of \$573 overcharged on two shipments of wheat from Bourbon, Ore., to Murray and Salt Lake City, Utah, over the O. R. & N. and Oregon Short Line.

Canadian carriers have reduced the grain rate from Fort William to Montreal to five cents. The Grand Trunk railway has reduced its grain rate from Georgian Bay ports to Montreal to four cents.—C.

Colliding with an ice floe in the Straits of Mackinac Apr. 20 the steamer Eber Ward sank with 55,000 bus. of No. 3 yellow corn from Milwaukee for Port Huron, Mich. Five of the crew were drowned.

The Marine Forwarding Co. has been reorganized at Buffalo, N. Y., by the election of T. J. O'Brien as pres. and G. H. Webb as sec'y-treas. Mr. O'Brien has been connected with the grain and canal trade for many years.

A third tentative draft of an act to make uniform the laws of the different states relating to Bs/L was discussed Apr. 21 and 22 by the committee on commercial law of the Commissioners on Uniform State Laws, at New York.

In the suit by the W. A. Tully Grain Co. against the Fort Smith & Western Grain Co. the Interstate Commerce Commission has decided that plaintiff is entitled to reparation on the higher rate charged on snapped corn from Okemah, Okla., to Terrell, Tex.

Testimony on the reduction in lake levels by reason of the increased flow thru the drainage canal at Chicago was heard recently by U. S. Commissioner Morgan. Fluctuations in lake levels were common before the canal was opened and the causes have been obscure.

T. H. Bunch of Little Rock pleaded guilty to rebating and was fined heavily. The department of justice has instructed its attorneys to proceed against the St. Louis, Iron Mountain & Southern, which granted the alleged rebates, on 59 counts. The road's traffic manager has already been fined \$2,500. He showed letters from prominent officials ordering him to grant rebates.

President Taft is being urged by members of the Illinois Manufacturers Ass'n to appoint one or more shippers to membership on the Interstate Commerce Commission. The Ass'n recently adopted resolutions requesting the sec'y to bring the matter to the attention of the president.

Louisiana's Railroad Commission has not withdrawn its approval of the Uniform B/L as stated in this column Apr. 10. The order withdrawn was an old one of 5 years ago; and the Uniform Bill of the I. C. C. was the one approved, and not that of the L. & N. Railroad Company.

The executive committee of the uniform ocean B/L Ass'n has completed its organization. On the committee of 15 are W. M. Hopkins, mgr. of the transportation department of the Chicago Board of Trade and J. C. Lincoln, mgr. of the Traffic department of the St. Louis Merchants Exchange.

Reparation for unjust charges on 27 cars of corn shipped from Enfield, Ill., to Henderson, Ky., is asked of the Interstate Commerce Commission by the Henderson Elevator Co. The proper rate over the L. & N. is alleged to have been 3 cents, but the charge was 7.08c per 100 lbs.

The Interstate Commerce Commission has dismissed the complaints of the Isbell-Brown Co. against the Michigan Central Railroad for alleged unreasonable rates on beans from Lansing, Mich., to Cedar Rapids, Ia., of the Midland Mill & Elevator Co. of Muskogee, Okla., against the Kansas Southwestern Ry. for the reestablishment of thru rates on grain.

A joint committee representing practically all the grain distributors of the Atlantic seaboard has visited Chicago to make a final demand upon the Central Freight Ass'n for the abolition of the \$2 charge for reconsignment from blind billing points. Recourse will then be had to the Interstate Commerce Commission. A preliminary meeting had been held by the delegates at the New York Produce Exchange.

Navigation of the Great Lakes actually opened Apr. 14 when the steamer T. S. Christie passed thru the Straits of Mackinac. At Buffalo the movement began Apr. 14 with the departure of the steamer Weston. At Milwaukee the steamer Manchester was the first boat to clear, as it was last year, this time with a cargo of barley loaded by the Milwaukee Elevator Co. At Fort William the steamer Carleton was the first wheat boat to get away. The ice has been holding strong in the Soo.

Upon an informal complaint that cars were delayed in transit and delivered by a carrier in such number as to exceed the shipper's facilities for unloading within the free time, held that tariffs ought to contain a rule providing that when, by fault of the carrier, cars are bunched in excess of the shipper's or consignee's ability to handle them within the free time, demurrage will not accrue. In the absence of such a rule the commission can determine the reasonableness of such a practice only upon complaint filed.—Decision by Interstate Commerce Commission.

Hewitt & Connor of Arlington, S. D., have made claim for reparation with the Interstate Commerce Commission against the Northwestern Ry. alleging that they shipped on May 16, 1907, 32,900 lbs. of wheat and 29,220 lbs. of rye, from Arlington, S. D., to Milwaukee, Wis., the grain being separated by a bulkhead, and

paid charges of 19 cents on the wheat and 18 cents on the rye; that at the time of shipment, the rates in defendant's tariff GFD7950-A provided that on mixed shipments of wheat and rye in 60,000-lb. capacity cars, the minimum weight to be charged on is 54,000 lbs.; that complainants are charged for 108,000 lbs., when correct weight is 62,120 lbs., and ask reparation in the sum of \$84.78, with interest from May 29, 1907, or such sum as may be deemed proper.

Hugh N. Baird, former pres. of the Winnipeg Grain Exchange, declares that "We simply will not ship under the new shipping bill. Quite a number of boats have been chartered and one and all are on the basis of the old B/L making the boat liable for the full weight taken on. One thing that we absolutely know is that the weighing facilities at Fort William and Port Arthur and the system of double checks are as modern as they can be made. At the other end of water routes, however, weighing facilities are often antiquated. We are trying to form a terminal elevator clearing house, by means of which a boat will take its whole cargo from one elevator instead of from several. By this system we should be able to find where discrepancies arise and eliminate them." It is said that but a single charter has been made under the new B/L.

That man is strong who does the tasks
Made his by place and circumstance,
Who falters not nor questions asks
Nor leaves results to time or chance—
Who turns from finished things to new
And does the work he's told to do.

Douglas Mallach.

H. R. Sawyer Makes Change.

Harry R. Sawyer who has been representing Bartlett, Patten & Co. for the past 4 years as traveling representative and auditor, has formed a business alliance with J. H. Dole & Co. He will look after the interests of his firm in Illinois.

Mr. Sawyer is well known to the grain trade in Ill., Ia., and the Dakotas. He has been located in Decatur, Ill., where he maintained a brokerage office in the interests of Bartlett, Patten & Co. His headquarters are now Chicago. Mr. Sawyer's friends will be glad to note that he continues business relations with such an estimable firm as J. H. Dole & Co.



Harry R. Sawyer, Chicago.

Fire Insurance Ratings

The mutual fire insurance companies making a specialty of insuring grain elevators have long studied their hazards and striven earnestly to encourage elevator owners to reduce their fire hazards and thereby reduce the cost of insurance to all mutual policyholders. Many elevator owners have gladly co-operated with the insurance experts and succeeded in effecting a material reduction in the cost of their insurance on both grain and elevators. Others can do likewise if they will but act on the suggestions of the insurance men.

Sec'y McCotter of the Grain Dealers National Mutual Fire Ins. Co. has recently prepared outline plans of three grain elevators using gasoline power but taking entirely different rates.

In Fig. 285 is shown an elevator of very indifferent construction. It stands up on posts or piers, is wood covered and has a shingle roof. Its frame power house is attached and has a shingle roof. Insurance on it would be computed as follows:

Basis	\$1.75
Shingle roof on elevator or additions25
Wood cover on elevator or additions10
No solid wall foundations.....	.10

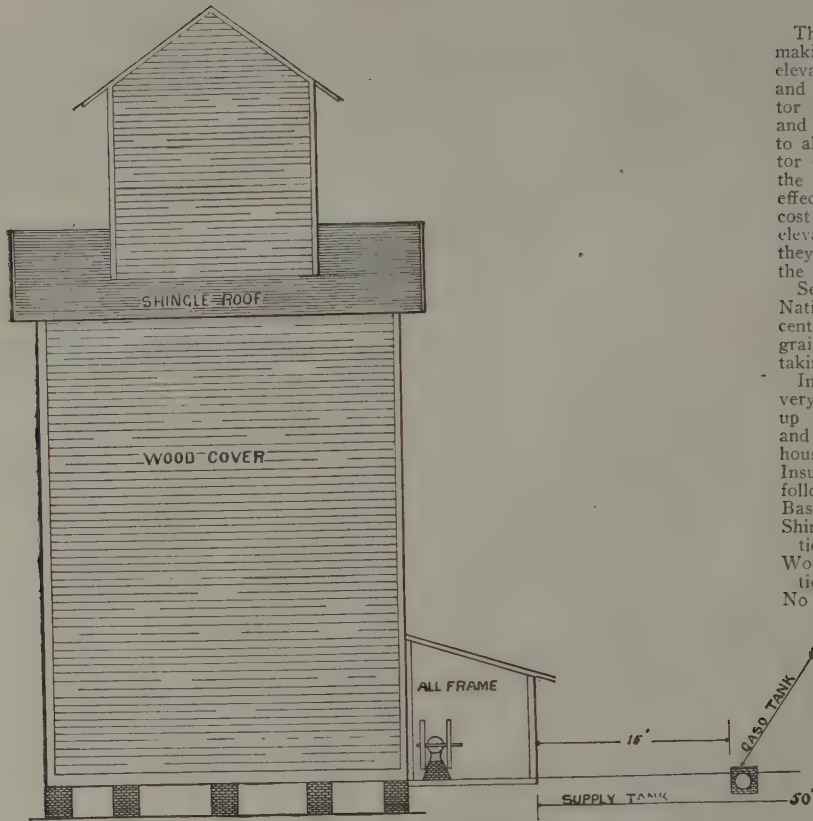


Fig. 285 Taking an Insurance Rate of \$2.85 per \$100.

Frame power house attached.....	.50
Gasoline tank less than 15 feet distant15
	<u>\$2.85</u>

Additional charges:
 If gasoline engine in elevator, charge..75
 If gasoline feed tank underground within 15 feet, charge.....15
 If gasoline feed tank above ground within 25 feet, charge.....25
 If gasoline storage tank within 50 feet of elevator or addition, charge.25

In Fig. 200 is shown a much better elevator, from an insurance standpoint. If the elevator and its additions have roofs of iron, slate or composition, solid wall foundations and attached power house of brick, stone or cement the rate would be computed as follows:

Basis	\$1.75
Iron, slate or composition roof, elevator and additions.....	.00
Iron clad elevator and additions00
Power house brick, stone or cement attached25
Gasoline tank 15 feet distant underground00
	<u>\$2.00</u>

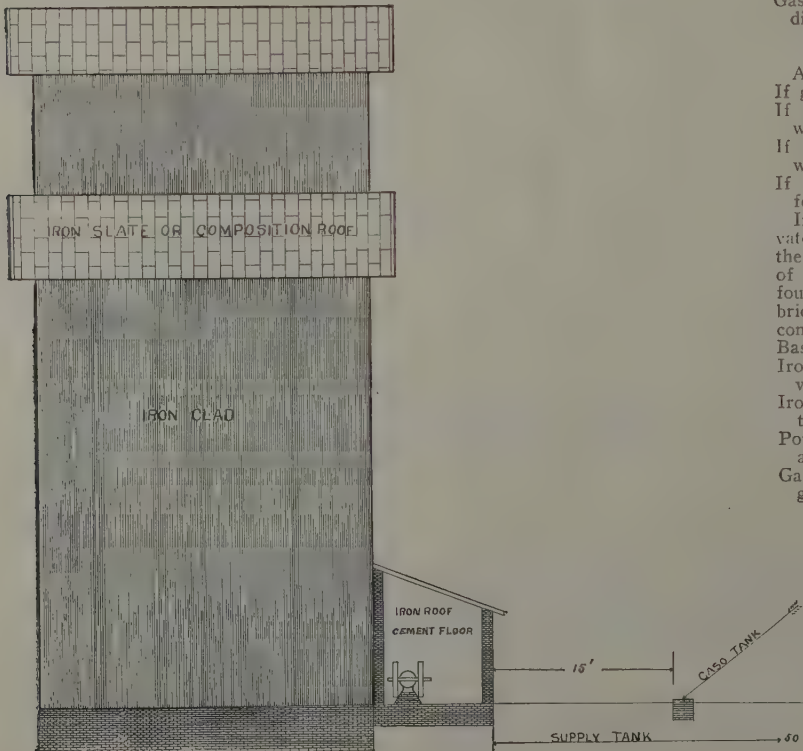


Fig. 200 Elevator taking an Insurance Rate of \$2 per \$100.

In Fig. 175 is shown the best gas-line elevator, from an insurance viewpoint. The elevator and additions have iron, slate or composition roofs, are iron clad and have solid brick, stone or cement foundations. The power house is of brick, stone or cement detached ten feet. If it is desired to use a frame power house, it must be placed twenty feet from the elevator in order to get the same rate. The rate on such an elevator would be computed as follows: Basis\$1.75

Iron, slate or composition roof, elevator and additions00
Iron clad elevator and additions..	.00
Solid brick, stone or cement foundations00
Brick, stone or cement power house detached 10 feet00
Tank 15 feet distant under ground..	.00
	\$1.75

It must be borne in mind that while all the mutual companies compute their rates on about the figures given in the

foregoing, their assessments are seldom for more than 50% of the rate.

Prospective builders and improvers can make their improvements dividend earners by heeding the excellent suggestions outlined in Fig. 175.

Nitrogen Fertilizer From Air At Small Cost.

To the intensive methods of culture and fertilization practiced in western Europe, a German professor has added a third valuable resource. The inexhaustible stores of nitrogen fertilizer contained in the air have been drawn upon by the professor, who has discovered a bacteria increasing the output of legumes and all kinds of clover, which he has named liquid Nitragin.

The liquid Nitragin helps nature to develop the small bulbs on the roots of clover and other legumes that suck the nitrogen gas out of the atmosphere. The liquid contains nothing but a great number of living bacteria, artificially created in a laboratory.

Experiments have shown that clover treated with Nitragin have given four and five times the yield of untreated legumes. In application the liquid saves time for the farmer, as it is convenient to moisten the seed before sowing instead of covering the whole acreage with other fertilizer containing the necessary amount of nitrogen gas.

TYPE REGISTERING beams are being used more extensively than ever in grain centers to prevent errors in recording and transferring weights of grain. By using such beams, the weight is accurately printed on a ticket and weighman has no chance to err in reading, recording or adding weights.

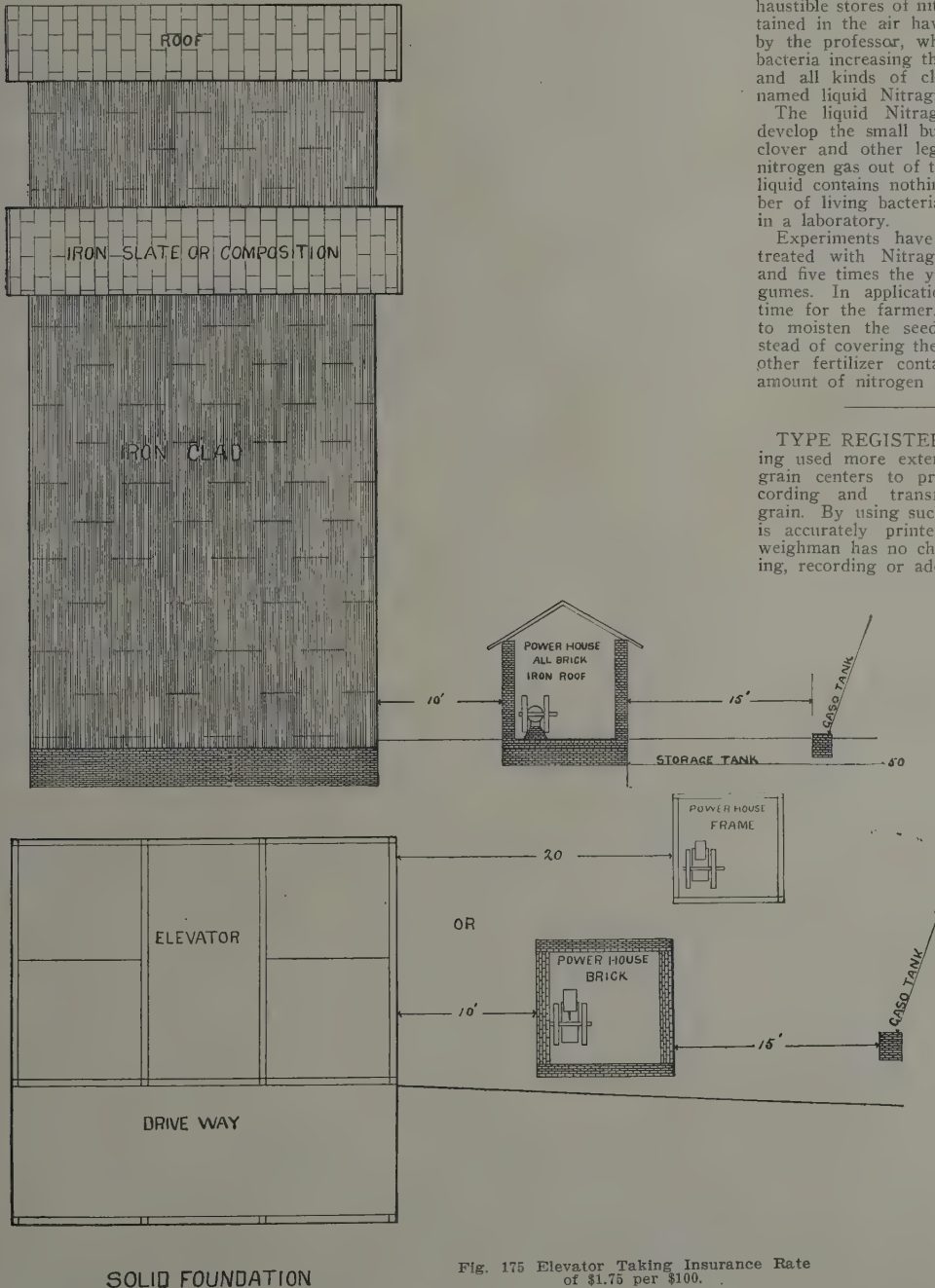


Fig. 175 Elevator Taking Insurance Rate of \$1.75 per \$100.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Judgments against A. L. Deibel are reported to be uncollectible.

CANADA.

Fort William, Ont.—The Ogilvie Mills Co. will build another eltr. here.—C.

Red Deer, Alta.—The Alberta-Pacific Eltr. Co. will enlarge its plant at this point.

Winnipeg, Man.—The Ogilvie Mills Co. has decided to build a 300,000-bu. eltr. here.—C.

Fannystelle, Man.—The Fannystelle Farmers Eltr. Co. has been organized to build an eltr.—R. F. R.

Claresholm, Alta.—The Vancouver Eltr. Co. has let the contract to build a 35,000-bu. eltr. at this point.

Calgary, Alta.—Great quantities of Alberta seed oats are being shipped to Washington and other Pacific Coast states.

Vancouver, B. C.—The Canadian Pacific Ry. has been negotiating with Thos. Henshaw for the purchase of a site on which to erect a large eltr.

Ft. William, Ont.—The Grand Trunk Pacific Eltr. Co. has let the contract to the Hess Warming & Ventilating Co. for a No. 6 Hess Grain Drier of 15,000 bus. daily capacity.

Norwich, Ont.—Under pressure of a high wind, Apr. 8, one of the walls of the eltr. of the Oxford Mill fell, burying part of the mill in its ruins and killing the young woman bookkeeper.

Calgary, Alta.—The Sunny Belt Grain & Eltr. Co. of Lethbridge, Alta., will move its headquarters to this place, May 1. The company is building 30,000-bu. eltrs. at Carstairs, Magrath, and Crossfield.

Victoria Harbor, Ont.—Consul H. P. Dill of Orillia reports that the Canadian Pacific will build a line of railway from the new eltr. here at Flat Point to Peterborough, a distance of 100 miles to connect with the main line.

Crossfield, Alta.—W. J. Bettingen & Co. of Winnipeg, owners of 52 eltrs. in Manitoba, will build 15 eltrs. this season in the winter-wheat district of southern Alberta, here, at Carstairs, Strathmore, High River, Cayley, Nanton, Parkland, Warner, and other grain centers.—C.

Ft. William, Ont.—The Western Terminal Eltr. Co. has let the contract to the Barnett & Record Co. for a tile tank grain storage plant comprising 12 tanks and intermediate spaces in working part, an up house, and 32 tanks additional storage. The first story and foundation are of concrete. Electric power will drive the machinery.

Port Arthur, Ont.—The eltr. being erected for the Thunder Bay Eltr. Co. by the Barnett & Record Co. will have 360,000 bus. of capacity in the wood working house and 1,000,000 bus. of capacity in 36 concrete tanks adjacent, built in 3 rows of 12 each. Power will be steam and transmitted by rope, the equipment including 3 conveyor belts above and 3 below.

Vancouver, B. C.—D. D. Mann of the Canadian Northern is planning to build eltrs. in connection with his transcontinental line, when it reaches the coast.

Vancouver, B. C.—The new plant of the Vancouver Milling & Grain Co. has nearly been completed by the Barnett & Record Co. It comprises a wooden iron-clad eltr., 48x60, of 110,000 bus. capacity and warehouse 48x96, 2-story, of heavy construction on a concrete foundation, for sacked grain. The equipment includes a portable tacking scale. The power is electric. Under the eltr. is a deep basement.

Winnipeg, Man.—The Atlas Eltr. Co. has recently purchased sites along the Grand Trunk Pacific west of Manitoba, on which to build 20 eltrs. this year, and 10 along the Moose Jaw-Lacombe branch of the Canadian Pacific. Other grain interests will build 35 eltrs. within a few weeks. The British American Eltr. Co., controlled by the Peavey interests, will this season add 9 eltrs. to the 18 it built last year along the Brandon-Regina branch of the Canadian Northern.—C.

CHICAGO.

Ben B. Bryan will remove to New York May 1.

Chas. C. Nims will represent E. W. Wagner.

Scotten & Snyder will retire from the grain business May 1.

Logan & Bryan will increase their capital May 1. from \$500,000 to \$1,000,000.

Edmund D. W. Pogue is to be admitted to partnership in the firm of Bartlett, Patten & Co.

Geo. E. Marcy, pres. of the Armour Grain Co., has returned from California fully recovered.

James Heth has gone with W. H. Colvin & Co. and will represent them on the Board of Trade.

W. K. Mitchell remains as mgr. of the cash grain department of the reorganized firm of Walter Fitch & Co.

L. L. Smith has transferred his trades to E. W. Wagner, his capital having proved inadequate in the present wild market. Mr. Wagner will guarantee the trades.

Ennis & Stoppani, brokers of New York and Chicago, have suspended business. Their open trades on the Board of Trade were small.

Edward L. Jones, a pioneer member of the Board of Trade, connected for 20 years with the firm of Lamson Bros. & Co., died recently after a brief illness with pneumonia.

Herman P. Haase of Woodstock has brot suit against Ware & Leland to recover \$180,000 alleged damages. The basis of the proceeding is unknown and Mr. Ware has never heard of Haase.

E. G. Cool has formed a connection with P. H. Schiffin & Co. as western traveling representative with headquarters at Ft. Dodge, Ia. He will cover Iowa, South Dakota and Southern Minnesota. Mr. Cool has had years of experience and is well acquainted with and well liked by the trade.

Plans are being prepared by Fred Friedline & Co. for a 30,000-bu. transfer eltr. of concrete and steel to be erected for L. W. Keelin & Co. on the Chicago Terminal Belt line at West Polk Street.

John Hill, Jr., who has charge of the cotton end of the Logan & Bryan brokerage business, on the eve of his departure to the new office at New York was presented by the firm and employees with a magnificent silver loving cup.

Only two of the nine alleged bucket-shops heeded Chief of Police Shippy's polite request to close; and no further proceedings are to be taken against the gamblers, as the police are unable to distinguish between a bucket-shop and a legitimate broker, and Chief Shippy says he will rely on the representatives of the Board of Trade to supply the evidence.

A committee composed of James E. Bennett, Fred A. Paddleford and John H. Scovill is seeking to conserve the interests of creditors of John Dickinson, and the insolvency committee of the Board of Trade is investigating the failure. Judge Landis of the federal district court has granted the American Trust and Savings Bank, as receiver, leave to sell the office furniture and fixtures of Mr. Dickinson, whose whereabouts are unknown.

Membership in the Board of Trade has been applied for by Francis Feldon Williams, Walter H. Latimer and John W. Snyder. Application for transfer of membership has been made by Abraham B. Black, Wm. R. Hammond, Ezra C. Wing, Julian Kune, and the estate of Anderson Fowler. The directors recently admitted to membership Robert Crombie, Lorenzo E. Anderson, Edmund Thomas, James B. Watt, Appleton J. Pattison, Edmund D. W. Pogue, Edward P. Bealin, Edward L. Wright, and Lorenzo B. Rowland. Memberships in the board are selling at \$2,450.

Daniel Hopkins Hunt, a veteran member of the Board of Trade, died of heart failure at the residence of his son, Harry W. Hunt, Apr. 18, aged 76. He was born in Mt. Morris, N. Y. His father died when Mr. Hunt was 21 of age and his mother thought it wise to move the family to the "far west," of which the frontier post was then Chicago, where Mr. Hunt settled in 1854 and the following year he became a member of the Board of Trade in its early days when the exchange was on South Water St. He was successful in the grain brokerage business and at one time controlled a chain of eltrs. in central Illinois. The older members knew him as "Dan" Hunt; but to the "boys" who have entered the realm of ticker and tape within the past quarter of a century, he was known as "the boy with the centenarian mother."

COLORADO.

Julesburg, Colo.—We will replace the automatic weighing machine in our eltr. with a hopper scale.—John Cass Lumber Co.

Berthoud, Colo.—The Great Western Milling Co. of Denver has proposed to the Berthoud Chamber of Commerce to build an alfalfa mill here, with 50 to 100 tons daily capacity and pay \$7 per ton for 5 years for alfalfa, provided farmers will contract at least 3,000 acres of alfalfa for the first year, to be increased to 8,000 to 10,000 acres within the following two years. The C. of C. has appointed a committee of four influential farmers to help solicit contracts for acreage.

IDAHO.

Rexburg, Ida.—The Rexburg Milling Co. intends to build one of the largest eltrs. in the state, ready for fall business.

Heyburn, Ida.—Henry Schodie has let the contract for a new 15,000-bu. eltr. and flour mill; work to begin as soon as possible.

Caldwell, Ida.—The Colorado Milling & Eltr. Co. of Denver has contracted for the erection of a 200-bbl. mill here and a 200,000-bu. eltr.

Nampa, Ida.—Marshall Lewis, formerly of the firm of J. E. Pfost & Co. of Meridian, has bot an interest in the grain and hay business of C. E. Saxton, and is preparing to move his family here.

Lewiston, Ida.—Retailers are worrying lest the farmers' union establish stores in the prairie towns; but the conservative members of the union are discouraging their socialistic fellow members, fearing that such expansion will wreck the union, which had hitherto been successful in the pooling of crops only.

Caldwell, Ida.—Caldwell Milling & Eltr. Co. incorporated; capital stock, \$50,000. The company's headquarters are at Denver, Colo., where live the directors, J. K. Mullen, H. E. Johnson, E. M. Ryan, Thos. Mainland, and James E. O'Connor. This company bot the site of the Imperial Mills soon after that plant burned last winter, for the erection of one of the largest mill and eltr. plants in southwestern Idaho, on which work has begun. The company is also largely interested in similar plants in Colorado and at St. Anthony and Twin Falls in this state.

Nez Perce, Ida.—Farmers are organizing a Rochdale company to build 2 warehouses on the Nez Perce & Idaho electric railroad, one here and the other six miles west, to do a strictly storage business. No grain will be purchased. No conflict with the big companies will be precipitated by this co-operative company, that is being organized thru the Farmers' Union, as the storage prices will remain the same unless the large companies cut them. The prevailing charge for storing grain from harvest to January is 75c per ton. The new warehouses will be 60x250 ft.; estimated cost, \$3,000 each.

ILLINOIS.

Croft, Ill.—J. H. Myers is out of business.—C. W. Gard.

Russell, Ill.—J. Alsted & Son have succeeded Alex Murrie.

Minooka, Ill.—The Truby Grain Co. is having an addition built to its office.

Adair, Ill.—George Everly will build a \$3,000 eltr. and grain storage building on his farm.

Palmer, Ill.—The Palmer Grain & Supply Co. has let the contract for a new \$8,000 eltr.

Fairbanks, Ill.—It has been rumored that the National Eltr. Co. will erect an eltr. here on the Vandalia.

Green Valley, Ill.—The Farmers Grain & Coal Co. is installing a new 15-h. p. gasoline engine.—P. C. Allen, mgr.

Natrona, Ill.—P. B. and C. C. Miles of Peoria will operate the eltr. of J. & F. J. Rapp, with Claude Barlow as mgr.

East St. Louis, Ill.—The eltr. of the Interstate Grain & Eltr. Co. burned early in the morning of Apr. 4. Loss, \$15,000; fully insured. It was built less than a year ago. At the time of the fire it contained but little grain.

Muncie, Ill.—B. B. Minor of Indianapolis has just installed a 1,500-bu. Sonander Automatic Scale in his eltr. here.—E. A. Purnell, mgr.

Springfield, Ill.—Representative B. M. Chipfield of Canton has let it be known that he has in his pocket a bill intended to prevent "gambling in foodstuffs."

Chandler, Ill.—J. W. Abbott, in charge of the eltr. of the Turner-Hudnut Co., has had a concrete floor put in his office and concrete frames for the scales.

Peoria, Ill.—The Illinois Grain Dealers Ass'n will hold its annual meeting at this city June 15-16 at the National hotel. Make arrangements early to be present.

Emden, Ill.—Chas. A. Miller has bot for \$3,500 a half-interest in the eltr. property of Heiko Van Beuning, who succeeded Bartlett, Patten & Co. last fall.

Saybrook, Ill.—Farmers Grain & Coal Co. incorporated; capital stock, \$10,000; incorporators, E. M. Merritt, Jacob Froelich, Davidson Gilmore and Wm. Hunter.

San Jose, Ill.—J. & F. J. Rapp have failed. Liabilities, \$90,000; assets, \$60,000. The firm's property has been turned over to Jesse Black of Pekin for the benefit of creditors.

Dixon, Ill.—The J. A. Forrest Co. incorporated to deal in grain, hay and grain products; capital, \$15,000; incorporators, John A. Forrest, John Forrest and Josephine A. Forrest.

Mt. Sterling, Ill.—J. Gaddis & Sons, millers, are building a new eltr. near their mill to be operated by the same power. I have the only shipping eltr. here on the railroad.—Ed Pendleton.

Sicily sta., Pawnee p. o., Ill.—The Sicily Farmers Grain Co. has bot an acre of ground near the Chi. & Ill. Midland, on which to build an eltr. this spring. The company is incorporated for \$12,000.

Springfield, Ill.—Representative Gillespie has introduced a bill making it unlawful for any proprietor, lessee or manager of any public warehouse to store any grain in which he has even a part ownership.

Dollville sta., Henton p. o., Ill.—Edward McKee of Tower Hill, Ill., has bot the eltr. formerly operated by James F. Umpleby, and will remodel it and equip it with a Western Sheller and a gyrating cleaner and ear corn feeder furnished by the Union Iron Works.

Potomac, Ill.—K. A. Harper has let the contract to the W. T. Oliver Construction Co., for a 20,000-bu. cribbed eltr., with 5,000 bu. ear corn storage on the Ill. Cent. It will have 2 stands of eltrs., 2 dumps, man lift, sheller and cleaner, gasoline engine, rope transmission and automatic scale.

Springfield, Ill.—Representative H. W. Wilson has prepared a bill forbidding all trading in futures and making it a felony to sell or agree to sell a commodity of which one is not in possession. It is made a misdemeanor for a telegraf company to transmit messages concerning such a transaction.

Peoria, Ill.—The Van Tassel Grain Co. discontinued business Apr. 15. R. E. Van Tassel, who formed the firm 23 years ago with the late J. H. Bunn, will remove to Wenatchee, Wash., where he has purchased a 20-acre apple orchard. Poor health is the cause of the suspension. Mr. Van Tassel was pres. of the Board of Trade for one term and vice pres. for three terms, and at one time operated a number of country eltrs.

Springfield, Ill.—The Illinois State Corn Exposition will go into liquidation and the \$4,300 now on hand will be turned over to the members. The show was a success but lost money. The receipts were \$24,844 and the expenses \$20,447. Of the receipts \$13,000 had been subscribed by shareholders.

Litchfield, Ill.—C. B. Munday & Co. have let the contract to Fred Friedline & Co. for a receiving and transfer eltr., warehouse, mill and cob house on concrete foundation to be equipped with 5 stands of eltrs., electric motors, Richardson Automatic Scale, Invincible Separator, Bowsher Mill, Wilford 3-Roller Mill and sacking machine.

Pisgah, Ill.—The eltr. here, belonging to W. C. Calhoun of Franklin, containing about 10,000 bus. of shelled corn, burned early in the morning of Apr. 8. Loss, \$12,000; partial insurance on grain and building. It will be rebuilt as soon as possible. After the fire A. A. Curry of this place bot a half-interest in the business, and the new eltr. will be operated by Calhoun & Curry.

Pekin, Ill.—F. G. Boyden of La Salle states that the co-operative plan of building eltrs. along the Hennepin Canal has been given up, and the houses will be erected by himself and the Smith-Hippen Co. of this city. With Pres. J. C. Aydelotte of the company Mr. Boyden recently selected two sites for the first eltrs. to be built, one 6½ miles northeast of Tampico and the other 6 miles south.

Plainfield, Ill.—James Howard Smiley, aged 45, junior member of the firm of Kersten & Smiley, died of tuberculosis Apr. 13, at Telle, N. M., where he went last October on account of failing health. He is survived by his wife and eight children. Eight years ago he entered the grain and coal business with Mr. Kersten. The firm had eltrs. here and at the nearby stations of Normantown and Wolfs. Until he became too ill Mr. Smiley had charge of the business at Normantown. He had a wide acquaintance and his integrity in business and his genial nature made him many friends.

Walnut Grove, Ill.—I traded a farm at Prescott, Kan., to S. A. Hendee of Bushnell, Ill., for his holdings at this place, consisting of a store building, stock of merchandise and machinery, a dwelling and grounds, all of one eltr. and the undivided half of another. Dole & Co. owning the other half. I have formed a partnership in the grain business with E. V. Freburg, who has had charge of Mr. Hendee's grain business in this place for some time. He will take charge of the grain, coal, salt and feed, while I look after the merchandise. We will operate under the firm name of Freburg & Tucker.—Geo. A. Tucker, successor to S. A. Hendee.

Moweaqua, Ill.—Housch & Thompson are taking down their old eltr. to replace it with a new one of 25,000 bus. capacity, up-to-date in every particular. For more than 40 years the old eltr. has served the people; first as a warehouse, when it was built in 1867. Bacon & Smith bot it in 1875 and turned it into a mill and eltr. In 1888 the Walker Bros. bot the plant and conducted a grain business there until they sold to the Evans Eltr. Co. Last year J. T. Walker of this place, one of its old owners, bot it back, associated with him Wm. Thompson, and operated it under the firm name of Walker & Thompson until last winter, when Mr. Walker sold his interest to G. Housh who, with Mr. Thompson, constitutes the present firm.

INDIANA.

Upland, Ind.—I am placing a new set of machinery thruout and doubling my capacity.—W. W. Pearson.

Hobbs, Ind.—W. S. Richey will install a new cleaner.—LeRoy Urmston, Urmston Grain Co., Tipton, Ind.

Delphi, Ind.—C. M. Kerlin & Son have a new improved U. S. Corn Sheller manufactured by the B. S. Constant Co.

Columbus, Ind.—A. R. Anderson of Elizabethtown is building a 4-story eltr. on the site of the one burned last August.

Orestes, Ind.—The Urmston Grain Co. of Tipton is considering remodeling its plant here this spring.—LeRoy Urmston.

Crete, Ind.—L. C. and O. E. Aukerman have gone out of business. They now live in New Madison, O.—C. L. & L. R. Wolford.

Ft. Wayne, Ind.—The Ft. Wayne Division of the Indiana Grain Dealers Ass'n is growing, 34 dealers attending meeting Apr. 14.

Plymouth, Ind.—The Plymouth division of the Ind. Grain Dealers Ass'n is doing good work and holding semi-monthly meetings.

Rockfield, Ind.—The newly incorporated Farmers Eltr. Co. has begun building its eltr. Pres., W. F. Timmons; W. N. May, sec'y.

St. Paul, Ind.—The St. Paul Stock & Grain Co. is arranging to build an eltr.—John F. Russell, pres, Garland Milling Co., Greensburg, Ind.

Kimmell, Ind.—Strauss, Ackerman & Co., of Albion, Ind. have let contract to the Reliance Construction Co. for a 20,000-bu. cribbed eltr. to be erected here on the B. & O.

Chase, Ind.—Lawson Bros. have succeeded Bauman & Co., that consisted of Wm. J. and Chas. F. Lawson and Daniel L. Bauman. Mr. Bauman has moved to Hoopeson, Ill.

Evansville, Ind.—Wm. Scherffius will erect three iron grain tanks each having a capacity of 35,000 bus., on concrete foundation. Switches will be laid from the L. & N. railroad to the tanks.

Salem, Ind.—The Salem Milling Co. has let contract to the Reliance Construction Co., for a 25,000-bu. cribbed eltr. on the Monon to take the place of the eltr. burned last fall. Gasoline power, man lift, 1 leg, Avery Automatic Scale and Eureka Cleaner will be installed.

Lebanon, Ind.—J. W. Witt has let contract to the Reliance Construction Co., for a 20,000-bu. cribbed eltr. with working story underneath. It will be iron clad and equipped with man lift, Western Sheller and Cleaner, 2 legs, 2 electric motors, 2 dumps and 500-bu. hopper scale.

Crawfordsville, Ind.—I am building a 24x55-ft. warehouse addition to my eltr., to handle flour, hay and feed of all kinds, and am putting in an additional siding to the warehouse. I am building a new office and will increase my facilities for handling grain more rapidly.—F. C. Williams, successor to Price & Bruce.

Middletown (no p. o.), Ind.—The Fort Wayne & Springfield Ry. Co. (interurban) has bot a site here on which to build an eltr., and expects to handle the grain purchased at this point, about halfway between Decatur and Fort Wayne. As two Indiana towns have this same name, this one's will be changed to Middepoint to avoid confusion.

INDIANAPOLIS LETTER.

Indianapolis, Ind.—Albert L. Parker

formerly Supt. of the old Santa Fe Eltr. Chicago, is now Supt. of the Cleveland Grain Co.'s Eltr. B. here.

Indianapolis, Ind.—Sec'y M. T. Dillen reports preparations for mid-summer meeting of the Indiana Grain Dealers Ass'n here June 23 progressing very satisfactorily.

Indianapolis, Ind.—Several months ago I abandoned my office and am not now in the grain business; if I were, I would not be without your paper. It is all that you claim.—F. P. Tompkins.

Notice that bleached flour must be so labeled has been sent to millers and dealers by the state board of health, with a warning that after June 9 violations of the law will be followed by prosecution.

Indianapolis, Ind.—The Indianapolis Board of Trade has rented T. A. White's old quarters in the Board of Trade Bldg to a bucket-shop keeper for one month. In justice to its own members the Board can not afford to renew the lease unless the new tenant joins a regular grain exchange before the first month expires.

IOWA.

Owasa, Ia.—V. A. Briggs will build an addition to his eltr.—N.

Paulina, Ia.—The Farmers Eltr. Co. is installing a gasoline engine.

Akron, Ia.—I. Knudson has sold his eltr. to Ogden Bros., local merchants.

Templeton, Ia.—The Templeton Grain Co., has succeeded Stephenson & Daeges.

Dike, Ia.—John Knapp, mgr. for the Farmers' Eltr. Co., has retired from the grain business.

Sioux Center, Ia.—Peter Winkle has sold his eltr. on the Grt. Northern Ry. to H. K. Eggink.

Sioux City, Ia.—It is said that the Sioux City Terminal Eltr. Co. contemplates erecting another eltr.

Hinton, Ia.—W. T. Mahaffy, mgr. of the eltr. of the Edmunds-Londergan Co., has had a new set of scales installed at his office.

Sioux City, Ia.—It is reported that the M. T. Shepherdson Co. will erect a large storage and rapid handling eltr. here this season.

Des Moines, Ia.—A bill forbidding discrimination as to prices paid for cream, grain and poultry has been passed by the legislature.

Woolstock, Ia.—The Farmers Co-op. Eltr. Co. has increased its storage capacity by buying the eltr. of the Western Eltr. Co.

Garwin, Ia.—The Garwin Eltr. Co. incorporated by Fetter Hall, Charles Lutchje, Charles Ambler and Charles Beery; capital stock, \$20,000.

Sioux City, Ia.—L. W. Frost, formerly in charge of the McCaull-Dinsmore Co.'s Lincoln office, has succeeded J. Swanek as mgr. of the Sioux City office.

Laurel, Ia.—The Farmers Eltr. Co., that recently bot the grain and coal business of I. L. Patton & Co., including two eltrs., will take possession May 1.

Knoxville, Ia.—Seth Way, junior member of the firm of Davis & Way, dealers in grain and stock, has sold his residence and other property here, and will move to California.

Eldridge, Ia.—Instead of building an eltr., as was first planned, the newly organized farmers' eltr. company has bot the eltr. of the Jackson Grain Co., and will take possession June 1.

Council Bluffs, Ia.—The Cavers Eltr. Co. will soon complete the doubling of the storage capacity of its eltr. here. It will also quadruple the handling capacity. J. A. Campbell is doing the work.

Holland, Ia.—Peter Knepe has come from Aplington to take the management of the farmers' eltr. He has succeeded his brother John, who resigned to work in a lumber yard in Mason City.

Glidden, Ia.—For the Glidden Farmers Eltr. Co. the Younglove Construction Co. has installed an Avery Automatic Scale, enlarged and raised the cupola and installed two new legs and spouting.

Hampton, Ia.—Farmers have organized an eltr. company to be known as the Franklin Co. Co-op. Society; capital, \$3,000, can be increased to \$25,000. An eltr. will be built. Fred Nancolas, pres.; John Keefe, sec'y.

Northboro, Ia.—We are selling out our eltrs. and going out of business. Our house here has been sold to Jno. Woodle of this place, and we expect soon to sell our house at Coin.—W. M. Boon, formerly of Ragan & Boon.

Perkins, Ia.—The Atlas Eltr. Co. has closed its house here for the summer and has transferred its agent, Clarence Bennett to Orchard, Neb. Mr. Bennett has gone on with his household goods and his wife and son will follow after a short visit with friends here and in Sioux City.

Hospers, Ia.—The Farmers Mutual Co-op. Co. has let the contract to the Younglove Construction Co. for a 20,000-bu. eltr. with up-to-date equipment, a 1,000-bu. Avery Automatic Scale in cupola, a manlift, and a fanning mill. Power will be supplied from their present 8-h. p. engine.

St. Anthony, Ia.—The Farmers Eltr. Co., that recently bot the two eltrs. of Stipp & Harlan, took possession Apr. 10. W. H. Harlan will stay with the company to manage the business. Mr. Stipp will be at Minerva part of his time, where he and Jno. Charlier own an eltr.

Sioux City, Ia.—The Sioux City Grain & Lumber Co. has purchased 400 acres of land at Hubbard and Walthill, Neb., where it operates grain eltrs., to embark in stock feeding. Improvements will be made at an expense of \$26,000 with a view to feeding 500 to 700 head of cattle.

Cedar Rapids, Ia.—The Quaker Oats Co. has let the contract to the Barnett & Record Co. for 30 concrete storage tanks and intermediate bins of 225,000 bus. capacity. The tanks will be 90 ft. high and 11 ft. in diameter in 3 rows of 10 each, one conveyor belt above and one below.

Boone, Ia.—The B. M. Huntley Grn. Co. has contracted with the Younglove Construction Co. for a 20,000-bus. eltr. on the C. & N. W. Ry., to be equipped with a Smith man lift, an Avery scale of 2,000 bus. capacity, a 5-ton wagon scale, two electric motors and rope drives to heads.

Des Moines, Ia.—Cohen Bros. Iron & Metal Co. has begun extensive improvements on the eltr. on the site of the old starch works in East Des Moines. The company expects to spend several thousand dollars remodeling the buildings and installing new machinery to conduct a shipping and receiving grain eltr.

Washington, Ia.—The new 17,000-bu. eltr. of Chalmers & Eldridge, built by the Younglove Construction Co., has been opened for business. The building, 20x29 and 70 ft. high, stands on a concrete foundation. Adjoining the main building

is a 4,000-bu. corn crib containing the driveway and automatic dump. Power is furnished by an electric motor.

KANSAS.

Grinnell, Kan.—J. F. Jones will build a 20,000-bu. eltr. at this point. Beloit Alfalfa Mill Co.

Ellsworth, Kan.—Aaron Kipp will build a 20,000-bu. eltr. here this spring.—Beloit Alfalfa Mill Co., Beloit, Kan.

Smolan, Kan.—The Shellabarger Mill & Eltr. Co. of Salina, Kan., intends to build a 35,000-bu. eltr. here before harvest.

Victoria, Kan.—The Wheatland Mill & Eltr. Co. expects to build an eltr. here soon.—Beloit Alfalfa Mill Co., Beloit, Kan.

Delphos, Kan.—By its purchase of the eltr. of E. E. Clark, the Farmers Eltr. Co. gets a better location and one less competitor.

Salina, Kan.—A. W. Wickham was struck by an automobile recently and dragged about 40 ft. before the machine was stopped.

Dexter, Kan.—We have bot the interests of the Adam Mercantile Co. and operate the only grain eltr. at this point.—L. T. Shrader & Co.

Meade, Kan.—The Meade Grain & Seed Co., composed of J. R. Reynolds, Geo. B. Allen, and Roy Twist, has succeeded Reynolds & Twist.

Effingham, Kan.—Edward Phillips has bot an interest in the grain business of N. E. Hawk, that will be conducted under the firm name of Hawk & Phillips.

Mount Hope, Kan.—C. L. Wagner, who has sold his eltr. to the Mt. Hope Eltr. Co., sold the last car load of wheat from his eltr. on the Wichita Board of Trade.

Kansas City, Kan.—Fire started in a dust chute in the cupola of the Terminal Eltr. at 3 o'clock in the morning of Apr. 10. It was quickly extinguished with small loss.

Mulvane, Kan.—Mr. Beck of Cedar Point has accepted the proposition of the Mulvane Commercial Club and will move here to begin the erection of an up-to-date alfalfa mill.

Morrill, Kan.—I have moved here from Cook, Neb., having bot the mill and 18,000-bu. eltr. of H. R. Melendy. I expect to get the mill ready for operation by July 1.—W. E. Robertson.

White Water, Kan.—H. C. Thompson, who recently sold his alfalfa plant in Wichita, retains his interest in the alfalfa mills here and at Potwin, and will continue to handle the product of those mills.

Oberlin, Kan.—H. Q. Banta has let the contract to G. H. Birchard for a new 3-story mill; and an eltr. 22x34 and 42 ft. to the square, on concrete foundation, concrete hoppers, office, wareroom and driveway; all iron-clad.

Westmoreland, Kan.—The Lord Milling Co. is taking down the eltr. it bot of G. W. Machin and will move its warehouse to that place. On the present site of the warehouse the company will build an eltr. 20x54 ft. and 55 ft. high; capacity, 15,000 bus.

Topeka, Kan.—Argument was heard in the supreme court recently on the habeas corpus case of Amos Martin, grain dealer of Kansas City, involving the right of grain buyers to dock cars of grain 100 lbs. The defense is that the deduction was made in Missouri and that he has violated no Kansas law.

Topeka, Kan.—The Illinois Surety Co. has been barred from transacting business in Kansas.

Enterprise, Kan.—The Hoffman Milling Co. has begun erecting a fireproof alfalfa mill of steel and cement construction, 42x54 ft. ground and 30 ft. high, daily capacity, 75 tons. About 2,000 acres of alfalfa are within reach of this mill, which is expected to more than double the acreage.

Reserve, Kan.—The new 20,000-bu. iron-clad eltr. of the Jones Grain Co., replacing that burned last December, is 30x30 and 34 ft. to the square, on concrete foundation; equipped with a 10-h. p. gasoline engine, a 4-ton wagon scale, a 600-bu. hopper scale, a No. 34 separator, a passenger lift, and one stand of eltrs. with 6x11 in. buckets. G. H. Birchard is doing the work.

Stafford, Kan.—The court when deciding in favor of the Larabee Grain Co. against the Missouri Pacific Railroad, which refused to handle certain shipments until demurrage charges were paid, allowed the milling company damages and attorneys' fees; and now a suit has been brot to determine the amount of the damages and attorneys' fees. On account of the importance of the suit in determining where state supervision ceased and federal regulation began the attorneys believe themselves entitled to \$100,000.

Kansas City, Kan.—In his report to the federal court Apr. 12 in the bankruptcy proceedings of the Christie Grain Co., L. W. Wylder, special master, declared that the "chief business of the Christie Grain Co. was a gambling or bucket shop business," and that such business was not one of the enumerated lines set out in the bankruptcy act for which it could be adjudged an involuntary bankrupt. The facts, as found by the master, were: "That occasionally the Christie Grain Co. bot some grain and stocks, but this was not done habitually as a business, and that with these exceptions it never did, in fact, engage in trading in the sense of handling, buying, selling, owning or delivering the actual commodities." Upon the recommendation of the master, John C. Pollock dismissed the bankruptcy proceedings.

WICHITA LETTER.

We are figuring on a large terminal eltr. here at Wichita. Plans are being drawn.—Kaufman-Boyle Grain Co.

The Union Alfalfa Mill & Feed Co. that recently bot the alfalfa mill and eltr. of H. C. Thompson, will replace the 50-h. p. engine with one of 100 h. p., and will make other changes to double the capacity of the mill.

Wichita, Kan.—The Board of Trade is considering the advisability of holding a spring meeting and reunion of the grain dealers of Kansas. It is hoped the promoters will avoid selecting a date that will conflict with the meeting of the Millers National Federation the last week in May, as the attendance will be larger if some earlier or later date is selected.

Since Edw. Kelly and O. W. Hutchinson bot the only Board of Trade memberships remaining open, H. J. Nickel of the National Grain & Flour Co. has bot the membership of J. R. Baker of Hutchinson for \$550. The price of memberships has now advanced to \$750. As announced some time ago, all of the 50 memberships had been sold and none are obtainable except directly from members, who expect that when the wheat crop begins to move the price of memberships will go up to \$1,000, since there is no doubt that a

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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largely increased quantity of wheat will come to Wichita. Last season the railroad switching facilities, eltr. and mill capacities were taxed to the utmost; but proposed additions and changes will enlarge the wheat storage capacity of Wichita about 250,000 bus.

LOUISIANA.

Crowley, La.—The Louisiana Rice Milling Ass'n was organized, Apr. 9, with Geo. Hathaway of Jennings, La., pres.; and A. B. Allison of this place, sec'y.

NEW ORLEANS LETTER.

Stocks in New Orleans eltrs. Apr. 15 were: Stuyvesant Docks, 261,000 bus. wheat and 99,000 bus. corn; Westwego, 140,000 bus. corn.

The Southern Demurrage and Storage Buro has announced that 240 hours free time on export shipments will be allowed at this port instead of 120 hours.

Exports through this port Apr. 1-15, inclusive, were: Belfast, 85,714 bus. corn; Antwerp, 31,520 bus. corn and 32,000 bus. wheat; Liverpool, 60,000 bus. corn.

Horace L. Pitcher, New Orleans representative of the Kansas Milling Co., Wichita, Kan., has formed a partnership with Robert McMillan Jr., under the firm name of Pitcher & McMillan.

The Augusta Hay & Grain Co. is defendant in a suit brot by Jos. V. Ferguson & Co. to recover \$309. Langenberg Bros. & Co. have brot suit against the same company to recover \$410.

Inward inspection April 1-15, inclusive, showed: 12 cars export wheat; 168 cars export corn and 36 cars local corn. Grading of Illinois corn Apr. 1-15, inclusive, was: 9 cars No. 2 and 7 cars No. 3.

Mills are only fair offerers of wheat bran and are selling principally for immediate delivery. Illinois and Missouri soft wheat bran is bringing \$1.42 in 100-lb. packages, tagged, and Kansas wheat bran is selling 1 to 2 cents under this figure.

Official announcement was made here last week by Vice-Pres. and Gen. Mgr. W. C. Nixon, of the Frisco, that the trains of that system would be operating into New Orleans by June 1. The tracks of the Louisiana Railway & Navigation Co. will be used from Baton Rouge.

At the May meeting of the state railroad commission the Board of Trade will ask for lower rates on rice. Joseph A. Smith, commissioner, has been authorized to collect data, by the committee on transportation and freight, which has instituted the movement for the reduction.

Better grades of hay are in their usual good demand, but low grades continue to be neglected. The bulk of the stock now at the terminals is low grade, the better varieties being taken up about as fast as loaded on the cars. All the railroads are now open except the Basin Street terminals of the Frisco, conditions there being such that hay is being handled at the Press Street terminal.

Fire, believed to have started from defective wiring, caused \$37,000 damage, Apr. 14, to the plant of the Lawrence & Hamilton Feed Co. A big brick wall between the mill proper and the warehouse saved the mill and confined the fire chiefly to the warehouse. Damage to buildings, \$12,000; to the \$40,000 stock of feedstuff, \$25,000; insured. The company announces that the fire will cause no interruption in its business, which is the manufacture and sale of corn products, mixed feed and flour.

The Delta Bag Co., makers of burlap bags, will erect a building to cost \$250,000.

This market is just now heavily stocked with oats. There has been some improvement noted in straight oats. Complaint is heard that barley mixing has been overdone, some of the oats arriving here running as high as 60 per cent. barley and higher. The Department of Agriculture at Baton Rouge is insisting that all barley-mixed oats offered for sale in Louisiana must pay the state tax of 25 cents a ton, and shippers into this territory should take cognizance of this, as, otherwise, their oats are liable to be seized under the law. No. 2 white oats are selling at 60; No. 3 at 59½; No. 2 mixed at 59½, all prices bulk.

Corn receipts during the past two weeks have been light and the advance in price has hastened the decline in the export movement, which is usually light at this time of the year. There is a fairly good local demand. New Orleans dealers state that, notwithstanding the germinating season and comparatively warm weather prevailing here, there has been less trouble with corn this season than has been known in many seasons past. Last fall, according to New Orleans grain men, it was generally predicted that, because of the excessive amount of oil in corn, there would be more trouble with corn heating this season than ever before, but this has not been the case. Dryers have been practically out of business this year. To some extent, it is stated, this may be due to the change of seed, most of the corn coming here now, particularly from Illinois, being of the smaller varieties than in previous seasons. Corn prices have been erratic during the past few days and rapid rises having been noted in this market. No. 2 yellow is being sold Apr. 20 for 77½; No. 2 mixed for 77¼; white at 78¼, all prices being bulk.—H.

MARYLAND.

Thurmont, Md.—The Washington, Frederick & Gettysburg R. R. is promoting the organization of a company to build an eltr. and supply store here.

MICHIGAN.

Bay City, Mich.—The McDonald Grain & Bean Co. incorporated; capital, \$10,000.

Blissfield, Mich.—Pratt & Co. are not in business any more.—J. J. Walper & Co.

Colon, Mich.—E. Hill & Son are out of the grain business.—C. A. Lamberson & Co.

Upton, Leota p. o., Mich.—McMorrann Grain Co., Ltd., incorporated; capital, \$25,000.

Capac, Mich.—The Northern Hay & Grain Co. is out of business.—H. P. Stoughton.

Leonidas, Mich.—The White Bros. Co. has succeeded the Leonidas Eltr. Co.—C. R. White.

Decatur, Mich.—We intend to add a new storage eltr. to our mill this summer.—Decatur Milling Co.

Dundee, Mich.—We are finishing the construction of a 20,000-bu. eltr. here.—Michigan Milling Co., Ann Arbor, Mich.

Webberville, Mich.—The report that two tanks of gasoline were underneath the burned eltr. of A. J. Edwards & Son is denied. The gasoline was stored in a cement pit outside the eltr. building and 6 ft. below the surface of the ground.

Three Rivers, Mich.—The Three Rivers Milling Co. has succeeded L. J. Bickhart.—Ray L. Fisk, sec'y Three Rivers Mlg. Co.

Melvin, Mich.—Thomas Wilson of Marlette, Mich., has bot the plant of the Melvin Eltr. Co. and will take possession July 1.

Bad Axe, Mich.—James O'Connor expects to build an eltr. here; he has leased ground from the railroad.—E. Engel, Huron Valley Mills.

Avoca, Mich.—The firm of Hill & Wadsworth and the Richmond Eltr. Co. have combined and now operate under the name of the Richmond Eltr. Co.—Hill & Wadsworth.

Eagle, Mich.—Wm. W. Lung, who is building an eltr. on the site he purchased from Monroe Whitmore, will operate it under the name of the W. W. Lung Hay & Grain Co.

Portland, Mich.—A fire that originated in a cement room at the rear of the building, early in the morning of Apr. 14, completely destroyed the eltr. of O. C. Allen. Loss, \$20,000; insured.

Albion, Mich.—The Patterson-Noyes Grain Co. and the Albion Milling Co. are the same company. The Frank E. Nowlin Co. has changed to Nowlin & Garfield. Amsden & Campbell are custom millers and do no shipping.—H. Campbell.

Bay City, Mich.—During an electrical storm, Apr. 18, the new flour and feed mill of J. A. Vogtman, that had only been in operation about 30 days, was struck by lightning and one corner of the plant badly damaged; loss, mostly on stock, \$6,000 to \$8,000.—Bromfield & Colvin.

Springport, Mich.—D. A. Garfield, formerly cashier of the Albion State Bank, has formed a partnership with Frank Nowlin of Albion and the two have purchased the elevator of B. G. Brown, who is retiring from business. The new partners will make a few minor changes in the plant before the spring grain begins to move.

Adrian, Mich.—Cutler, Dickerson & Co. expect to build an up-to-date grain handling eltr. some time this year. They have not decided upon the kind or just when they will start the plant. Adrian is more of a consuming than a producing station and this enterprising firm desires a new plant for handling the grain it ships in.

Ann Arbor, Mich.—The Stockbridge Eltr. Co. has never had a warehouse or an office here and has never pretended to own a business in Ann Arbor. The eltr. of Heintzman & Lanbengayer was dismantled several years ago, all machinery was taken away. The firm has done no carlot or shipping business, so far as we know, for several years. It is a large handler of coal and wood.—Michigan Milling Co.

MICHIGAN LETTER.

St. Louis, Mich.—Not in 18 years has the price of wheat been so high in St. Louis.—St. Louis Mills.

Detroit, Mich.—Hay is coming in freely, prices are advancing and there is a firmer tone to the market.

Flint, Mich.—Except for the fact that there is not much wheat in the surrounding country for sale and that the big price therefore has not the attraction for the farmers, there is nothing of interest pertaining to the wheat market in this district. What wheat has been received is in small quantities.

Lansing, Mich.—Producers have sold their corn, oats and wheat closely and dealers are bringing in their supplies from outside points. One farmer in this district who has 100 bus. of wheat in his bins has been dubbed "Patten."

Grand Rapids, Mich.—"One bushel of beans in food value is worth six bus. of potatoes. Beans in carlots cost \$2.40 a bu. and potatoes \$1, so you can figure out the saving. Another advantage with beans is that, cooked with pork, they also solve the meat problem."—T. F. Moseley.

Detroit, Mich.—Eltr. stocks here are as follows: Wheat, 351,557 bus.; corn, 145,233; oats, 78,360; barley, 1,693; rye, 14,905. Rye is firm and dull, while offerings are small. The barley market is also dull. Oats are in fair demand and scarce. The market is firm and unchanged. Though offerings amount to almost nothing, there is nothing doing in the bean market. Prices are firm and high.—B.

MINNESOTA.

Waltham, Minn.—I will do a little repairing to my eltr.—E. J. Markham.

Battle Lake, Minn.—Helger Hendrickson has resigned the agency for the Andrews Grain Co.

Woodstock, Minn.—The Benson Grain Co. will probably rebuild its eltr. that burned here, Mar. 9.

Eyota, Minn.—Blair Bros. have added a new eltr. to their warehouse in anticipation of large wheat receipts this fall.

St. James, Minn.—The Eagle Roller Mill Co. will move its eltrs. here and at Echols to Crandall and Leola, S. D.

New Prague, Minn.—Wrabeck & Co. have rented the eltr. of the Powers Eltr. Co., and Jos. Wrabeck will have charge.

Mazeppa, Minn.—The Mazeppa Farmers Eltr. Co. will make improvements in its eltr., adding new belts and a fanning mill.

La Fayette, Minn.—J. F. Carlson has bot an interest in the eltr. of the Erickson Eltr. Co. and will be the grain buyer.

St. Paul, Minn.—The bill requiring public eltrs. to keep consignors' grain separate and permitting mixing, when requested, has been passed by the legislature.

St. Paul, Minn.—The senate has passed Bicknell's bill requiring certificates of weight and inspection of grain to be delivered to the local buyer of the grain.

St. Paul, Minn.—Representative Gartside has introduced H. F. 1042, requiring shippers of grain other than public warehousemen and eltr. operators now licensed, to take out a license and give bond.

St. Paul, Minn.—Bendixen's bill, H. F. 335 to permit the state to establish terminal eltrs., has been killed. Bendixen's bill to prevent line companies paying different prices at different stations has been killed.

Luverne, Minn.—Sam Fought has relinquished his lease on the eltr. of K. W. Jargo, formerly operated by I. W. Brown, to take the management of the eltrs. of the Hubbard & Palmer Co. here and at Warner.

Hills, Minn.—I am going out of the grain business, as the house for which I worked will soon be closed and I intend to enter another line of business. If I ever go back to the grain business I will not be without the Journal; it is all right.—Otto Nelson, formerly agt. for E. A. Brown.

Murdock, Minn.—About 50 farmers have organized to buy or build an eltr. They intend to raise \$5,000, and 100 shares have been sold. Directors: Jos. Rosemeier, A. C. Blue, Wm. Kelly and six others.

Sleepy Eye, Minn.—Creditors of the Sleepy Eye Milling Co. held a meeting recently and agreed to continue the business under receivership instead of selling. The company operates a line of 26 eltrs., valued at \$156,000.

St. Paul, Minn.—The senate Apr. 21 passed the bill levying a special tax on wheat and other grain stored in eltrs., as on all other personal property. The tax is $\frac{1}{4}$ mill a bushel on wheat and flax and $\frac{1}{2}$ mill on all other grain.

Fergus Falls, Minn.—Capital stock of the newly organized Farmers Co-operative Eltr. Co. has been placed at \$50,000, of which \$4,000 has been sold. The company will build an eltr. A. L. Whiting, pres.; Wm. F. Schoening, sec'y.

Kiester, Minn.—The eltr. of the Northern Eltr. Co., that was succeeded by the Western Eltr. Co., has been closed until August. Meantime C. F. Langworthy, the agt., will turn to his carpenter's trade and build 2 big barns during the lull in the grain trade.

Duluth, Minn.—Geo. K. Taylor, who was in the grain business for several years here and in Minneapolis, died of pneumonia in this city, Apr. 15. He was with the W. O. Dodge Co. for several years and afterwards with A. D. Thompson & Co. In recent years he had left the grain trade and had engaged in the land and timber business. His body was sent to Boston for burial.

Mazeppa, Minn.—We intend to take down the old eltr. at this station, built by P. Robinson in 1878, and replace it by an up-to-date cribbed house. We will use the old machinery and lumber as far as practical. We intend to have a concrete basement and concrete scale pit. Will use the old stone engine house erected in '98, also the 8-hp. gasoline engine.—Theo. Maas, agt. R. E. Jones Co.

Duluth, Minn.—For the Consolidated Eltr. Co. the Barnett & Record Co. is erecting the D house on a foundation and first story of concrete supporting 70 tile bins and surmounted by a steel cupola inclosed by double thickness of wall tile, to have 600,000 bus. capacity. Adjacent will be 32 concrete tanks in four rows, with interstices, having 800,000 bus. capacity. The equipment will include 14 legs and steam power, with rope transmission.

St. Cloud, Minn.—Joseph H. Coates on Apr. 5 was appointed receiver of the Minnesota Farmers Exchange and directed by the court to convert its property into cash and to enforce the stock liability on the shareholders to apply on the debts of \$4,000. Proceedings will be begun against the stockholders immediately. The receiver was appointed by Judge Taylor on petition of creditors, the principal one being C. E. Jackson, who was active in organizing the co-operative concern two years ago.

MINNEAPOLIS LETTER.

Interior Eltr. No. 1, owned and operated by F. H. Peavey & Co., has been raised.

The Twin City Hay Receivers & Jobbers Ass'n recently gave a dinner at the Commercial Club, St. Paul, which was attended by about fifty members and guests.—N.



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Rubber Protector \$2.00
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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9 1/2 x 12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

W. C. Stinson will manage the Stinson-Gage Co. as formerly, J. P. Gage having resigned his position as sec'y.

The Interior Eltr. Co., a subsidiary concern of the Peavey system, recently reduced the capital from \$350,000 to \$50,000.—N.

Velvet chaff wheat is inferior to blue stem is the report of the legislative committee which was appointed to investigate the alleged discrimination against velvet chaff.

C. C. Ladd, pres. of the Osceola (Wis.) Mill & Eltr. Co., that operates the Occidental cereal mill in Minneapolis, has applied for membership in the Chamber of Commerce.

To co-operate with the state experiment station at St. Anthony Park in the investigation of barley the U. S. Dept. of Agriculture has sent C. P. Harlan to follow up the work after Dr. Mann's return to Washington.

Farmers of Washington county, this state, at a recent meeting at Stillwater, planned to hold a corn exposition this fall, and assisted by Professors Andrew Boss and Thomas Couper, of the state experimental farm.—N.

Elevator owners view with alarm the measure now before the legislature of Minnesota so regulating fire insurance policies so as to permit the insured to collect but ninety per cent of loss where the origin of a fire is unknown or in doubt.—N.

To make a substitute for lumber out of flax straw, H. L. Hollister, of Minneapolis, is negotiating for the construction of a plant at Madison, S. D., where he will soon manufacture on a large scale. The inventor claims he can make a substitute for lumber of flax straw together with coal tar and other elements.—N.

G. A. Archer, of the Archer Daniels company, St. Paul, recently went to Washington, D. C., and appeared before the senate committee having to do with the drawback on flaxseed oil cake. Archer's company is one of the largest manufacturers of linseed oil in the Northwest.—N.

Alexander Stewart, manager of the Monarch Eltr. Co., a Peavey corporation, is critically ill in a Minneapolis hospital. He has been ill all winter, and there is now little hope for his recovery. He is widely known in the Northwest, and his sterling qualities have made him highly respected.

J. W. McCabe, for many years well known among the grain dealers of the northwest, died recently at this city after a sudden and severe illness. For several years past Mr. McCabe had represented J. H. Dole & Co., of Chicago. Prior to that time he was connected with W. F. Johnson & Co.

After a long and bitter fight, rates on malt to Eastern points from this territory have been reduced by the Chicago trunk lines to 22½ cents, placing that commodity on a parity with barley. The first to concede the demands of the malters in this section was the Soo line, which was quickly followed by the trunk lines.—N.

Believing himself possessed of unlimited wealth, John A. Currie, a citizen of Arendahl, Minn., formerly of Minneapolis, was recently adjudged insane and committed to the state asylum at Rochester, Minn. Currie is a member of the Minneapolis Chamber of Commerce and at one time dealt extensively in grain. He is about forty years of age and unmarried.—N.

The Minneapolis Chamber of Commerce is destroying the lines of its beautiful building by adding an addition two stories higher than its present building. The demand that its old fire trap erected forty years ago be replaced by a modern duplicate of its new building was flooded thru consideration of tenants who might have been temporarily discommoded.

Returning from a mission of vital importance to the grain industry of the Northwest, to which he was commissioned by the most influential dealers in this section, Fred M. McCord, of the T. M. McCord Company, Minneapolis, apostle of the "good seed" cult and preacher of the gospel of scientific agriculture, is devoting the greater part of his time toward disseminating the information and data he gathered while investigating in Minnesota and South Dakota. He traveled far and wide, preaching better methods of planting and harvesting grain in general and oats in particular.—N.

John Dunwoody, sec'y and treas. of the St. Anthony & Dakota Eltr. Co., and identified with the grain trade interests of Minneapolis for a quarter of a century, died at his home in this city, Apr. 14, aged 63. He was a brother of Wm. H. Dunwoody, vice president of the Washburn-Crosby Co., who has been in the Bermudas, but returned to Minneapolis sooner than he had intended on account of his brother's illness. Mr. Dunwoody had the gripe, returned too soon to his office, and had a relapse, from which he failed to rally. He leaves a wife and three daughters.

The friends of D. C. Sullivan, pres. of the Sullivan Eltr. Co., whose mysterious disappearance Mar. 27 was reported in this column Apr. 10, have concluded that he must have been murdered. A friend, who saw him the day he disappeared, remembers that he spoke of making a business trip to North Dakota; but his brother J. M. Sullivan, sec'y and treas. of the eltr. company, has communicated extensively with the North Dakota concerns with which the missing man had previously done business, without finding any trace of him. When last seen Mr. Sullivan wore a ring with two large diamonds, and carried a gold watch set with several diamonds. He is described as a man of commanding appearance, over 6 ft. high and weighing 220 pounds. He was smooth faced, of dark complexion, with black hair slightly tinged with gray; age, 52. His brother has offered a reward for any news concerning his whereabouts.

MISSOURI.

Kansas City, Mo.—The Terminal Eltr. recently suffered a slight loss by fire in the dust chute.

Mound City, Mo.—R. E. Cottier, who recently sold his eltr. and grain business to Isaac F. Tyson, has bot an eltr. at Shelby, Ia., and will take possession May 1.

Kansas City, Mo.—A. Richard Frank is mgr. and Paul Uhlman assistant mgr. of the Terminal Eltrs. In this column April 10 it was erroneously stated that the latter was mgr.

Leeds, Mo.—The Standard Grain & Milling Co. of Kansas City, has bot the plant of the Hurd Rice Milling Co. here and will remodel the plant and increase its capacity to 1,000 bbls. per day, principally wheat flour. The property is just outside the limits of Kansas City. F. E. Essex and I. M. Yost are interested in the Standard Grain & Milling Co.

ST. LOUIS LETTER.

George S. L. Mudge, a Civil War veteran for many years identified with the St. Louis grain trade, died recently, aged 69.

Christ Hilke Hay & Grain Co. incorporated by Christ Hilke, Christ H. Hilke and Bernard F. Leifield; capital stock, \$20,000 fully paid.

For the first time in nearly a generation No. 2 red winter wheat recently sold in the local market above \$1.50 per bu. A car of choice No. 2 red was sold at \$1.51.

If the railroad and warehouse bill becomes a law it will simply mean a return to previously existing evils that we have corrected and the wrecking of our markets and business.—J. L. Wright.

The report of the Merchants Exchange bureau of weights for 1908 shows that during that year 15,926 cars arrived leaking, out of a total receipt of 71,000 cars. These reports furnished by the Merchants Exchange Weighing Department from day to day supplied the shipper with basis for claims for shortage against the railroads, which the railroads paid.—J. L. Wright.

John Dower, supervisor of the department of weights of the Merchants' Exchange, reports that during March the following bad order cars were found at the different eltrs., track scales and hold tracks: leaking grain door, 449; leaking over grain door, 46; leaking boxes, 1,236; leaking end window, 114; cars not sealed, 474; end window not sealed, 363; end window open, 72 cars.

The weighing of grain at St. Louis was extremely unsatisfactory under the old regime of the Railroad and Warehouse Department from 1893 to 1903. Complaints came from all sections. Not only Missouri, but Illinois, Tennessee, Kentucky, Ohio, Indiana, Iowa, Nebraska, Kansas and Oklahoma, reported discrepancies daily. Grain men from all sections and committees from Grain Ass'n's visited St. Louis frequently to protest and plead for better service.

State weighing has never given satisfaction to the shipper, and some years ago St. Louis was visited by a delegation representing 1,500 shippers from Kansas, Nebraska, Iowa, Missouri and Illinois protesting against St. Louis weights. They gave us to understand that if we did not devise some way to secure better weights they would be compelled to ship their grain to markets where correct weights prevailed. The same demand was made of Kansas City and St. Joseph. At that time the state was in full control, and there was no way to remedy the evil except by the organization of Board of Trade supervision. The benefit to the market was noticeable from the start.—J. L. Wright.

It is a catchy argument to say the state is disinterested and should give correct weights. This is very true, but unfortunately too true. The state is too much disinterested and its servants become lax in the performance of their duties on that account. State weighers draw their pay whether business is good or not or whether their weights are satisfactory or not and they are not necessarily interested in the upbuilding of the market. Weighing departments under the control of the Board of Trade are quite a different matter. Their present and future depend on the satisfaction they are able to render the shipper. Therefore they must see to it that shippers receive correct weights.—J. L. Wright.

The double charge for weighing is a great handicap for our markets and is a great tax on the shipper. Chicago, our greatest competitor, does not have this double tax. Every extra item of charge is so much against the market.—J. L. Wright.

The present Board of Railroad and Warehouse Commissioners know nothing about the proper inspection or classifying of grain, nor is it likely that any succeeding board will have any expert training in the grain business or have any knowledge of the proper grading or classification of grain.—J. L. Wright.

MONTANA.

Conrad, Mont.—J. E. Helms intends to build an eltr.

Clyde Park, Mont.—The Hawkeye Eltr. Co. will build a large eltr. here.—N.

Roberts, Mont.—The Hawkeye Eltr. Co. is planning to build an eltr. here this summer.

Geyser, Mont.—Mr. Bundy of the McCaull-Webster Eltr. Co. was here recently looking for an eltr. site.

Broadview, Mont.—The McCaull-Webster Eltr. Co. will build 25,000-bu. eltrs. here and at Benchland, and Judith Gap.

Victor, Mont.—The Missoula Mercantile Co. will begin work at once on the construction of its 72,000-bu. eltr., 36x76x80 ft., that will require more than 300,000 ft. of lumber. It will have storage, scale, sacking and cleaner bins, and special bins for certain grains; and will be equipped with the best of up-to-date appliances.

NEBRASKA.

Friend, Neb.—E. J. Bahr is out of business.—E. G. Scoville.

Lincoln, Neb.—The new reciprocal demurrage law will become effective July 1.

Deweese, Neb.—We have succeeded Welch Bros. & Wright.—Hedrick & Wright.

Petersburg, Neb.—We have remodeled our eltr.—E. Loosebeek, agt. Updike Grain Co.

Dorchester, Neb.—We have installed a new scale at the eltr. of the Updike Grain Co.—Wm. J. Spoor.

Chadron, Neb.—The Nye Schneider Fowler Co. bot and has overhauled the eltr.—Broghamer & Pitman.

Auburn, Neb.—Ford Skeen has bot the eltr. and grain business of the C. E. Ord Grain Co. for \$6,000.—Bousfield & Reed.

Crab Orchard, Neb.—M. W. Burger has started a movement to organize a farmers' eltr. company that will either buy or build an eltr.

Fremont, Neb.—The McCaull-Webster Eltr. Co. has moved its eltr. to Ober-ton, a small town on the M. & O. between Wy-not and New Castle.

York, Neb.—I have moved here from Hyde, Colo., and am operating an eltr. at this point for the Foster Grain Co. of Lincoln.—H. L. Aden.

Omaha, Neb.—I have engaged in the grain business here to do a general commission business, with offices in the Brandeis bldg.—Frank Taylor.

Nebraska elevator owners will be interested in the instructions sent by the secretary of the State Board of Equalization to the assessors of the state advising them how to determine the proper taxes to be levied upon grain dealers, which is published in our department devoted to "Letters" this number.

Merna, Neb.—The Farmers Grain & Supply Ass'n has covered its eltr. with corrugated iron and built coal sheds and a new corn crib this season.—D. V. Jayner, mgr.

Omaha, Neb.—Jas. Swanick, formerly in charge of the Sioux City office of the McCaull-Dinsmore Co., is now in charge of the office recently opened in the Brandeis bldg.

Friend, Neb.—We have had a new Sonander Automatic Hopper Scale installed in our eltr. by the Winters-Coleman Scale Co.—Jno. Humphrey, agt. Updike Grain Co.

Surprise, Neb.—F. W. Shephard of Harvard has succeeded E. H. Silsbee as agent for the the Updike Grain Co. Mr. Silsbee, who has been at this eltr. for 16 months, will go on the road.

Lincoln, Neb.—The legislature has passed the bill making it unlawful for line eltr. companies to pay different prices at different stations after allowing for difference in freight and grades.

Dakota City, Neb.—Fields & Slaughter Co.'s hay warehouse was burned Apr. 4, but thru great effort the eltr. was saved. The fire was started in the paper roof by sparks from a passing locomotive.

Niobrara, Neb.—I am putting in some more bins at the eltr. I bot here of the Updike Grain Co. to increase its capacity about 2,000 bus. Am also installing a Sonander Automatic Scale.—Seth Jones.

Wood River, Neb.—The Conrad Grain & Eltr. Co. is building a storage eltr. on concrete foundation, to have steel conveyors and No. 34 Barnard & Leas Separator. G. H. Birchard is doing the work.

Manley, Neb.—The power of the state railroad commission to order the Missouri Pacific railroad company to put in a switch for the Manley Co-operative Grain Ass'n is being tested in the federal courts.

Omaha, Neb.—The Grain Exchange has done away with the 100 pounds dockage on cars of grain unloaded at the eltrs. and the official certificates of Weighmaster Geo. B. Powell now show the net weight.

Ellis, Neb.—The Ellis Farmers Grain & Live Stock Co. has changed managers 4 times in the past year. A Mr. Ellis of Odell, Neb., is expected to take charge of the eltr. May 1.—H. E. Foster, agt. Wright-Leet Grain Co.

Central City, Neb.—Farmers of Mer-rick county have organized to build a line of six eltrs. located here, at Clarks, Silver Creek, Archer, Palmer, and Chapman. They are raising \$50,000 by selling stock at \$100 per share.

Plattsmouth, Neb.—W. R. Murray, aged 23, who had been buying grain at the eltr. of Chas. L. Jean & Co., was caught in the gasoline engine and instantly killed. His father came here and took the body back to his home in Mynard, Apr. 15.

Ponca, Neb.—The superintendent of the Anchor Grain Co. has been here conferring with Jno. McQuillen, the local manager, in regard to plans and specifications for a new eltr. and flour house the company intends to build on the site of the old eltr.

Omaha, Neb.—The M. C. Peters Mill Co. will add two large steel storage tanks to supply much needed storage for molasses. It is rumored that this company will also build a small rapid handling grain eltr. to accommodate the growing needs of its prosperous business.

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Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/2 x 12 in. and contains 100 pages of linen ledger paper, 20 lines to each page, and has spaces for recording the foregoing facts regarding 2,320 carloads. It is well bound in strong boards, with leather back and corners. Order Form 385. PRICE, \$1.50.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

Omaha, Neb.—E. A. Nordstrom, mgr. for the Nebraska Hay & Grain Co. for the past three years, has sold his interest in the company and organized the E. A. Nordstrom Grain Co. to do a general receiving and consigning business. Mr. Nordstrom, for four years previous to his interest in the Nebraska Hay & Grain Co., was connected with the Merriam & Holmquist Co.

Aurora, Neb.—The 60,000-bu. cribbed eltr. the Aurora Milling Co. is having G. H. Birchard build heavy, deep hoppers of concrete up to the level of the outside sills, and large concrete dump hoppers. The building, 30x40 ft. on the ground and 60 ft. to the square, is covered with galvanized iron and equipped with one stand of eltrs., 6x14 buckets, and rope transmission.

Omaha, Neb.—The new joint traffic bureau of the Grain Exchange and the Commercial Club is to be managed by a governing committee consisting of the present members of the transportation committee of the club and three members of the Grain Exchange, the chairman of the transportation committee to be chairman of the bureau. Its funds will be handled thru the treasurer of the club. W. H. McCord will be chairman and E. J. McVann mgr.

Greenwood, Neb.—The new 25,000-bu. eltr. G. H. Birchard is building for the farmers is 30x32 ft. on the ground and 36 ft. to the square, erected on deep concrete hoppers built up to the level of the sills and 10,000-bu. double dump hoppers the same. Building is iron-clad and equipped with a 10-h. p. gasoline engine, a 600-bu. hopper scale, a 4-ton wagon scale, a No. 34 Barnard & Leas Separator, passenger eltr., 2 stands of eltrs., 6x11 buckets, and rope transmission.

Elevator operators of Nebraska should organize an association for the protection and promotion of their common interests. If they do no more than get together occasionally and discuss the trade's common woes, it would be greatly benefited. Many old time customs which are burdensome and expensive could readily be displaced by modern methods. Those dealers who believe in progressing, will promote their own business interests by giving us their views on the subject for publication.

Doniphan, Neb.—The recently incorporated Doniphan Grain Co. has let the contract for a 16,000-bu. eltr., iron-clad and lightning proof, to G. H. Birchard, work to begin as soon as the material can be assembled. The building will be 22x26 ft. and 32 ft. to the square, with deep concrete hoppers and 1,000-bu. dump hoppers; equipped with a 10-h.p. gasoline engine, a 4-ton wagon scale, a 500-bu. hopper scale, a No. 34 Barnard & Leas Separator, a passenger lift and one stand of eltrs. with 6x11 buckets.

Ulysses, Neb.—Any one desiring pointers on how not to run a grain business should come here and investigate the different stages thru which the over-bidding contest for grain started and progressed. As usual, the desire of one bank to corral all the business resulted in the starting of another bank and the paying more for grain than it can be sold for f. o. b. track. The entire town seems to be torn up over the matter until bad feeling is said to extend to the schools, and churches, and upon some days hardly any citizen has a civil word for another. It is truly a delightful state of affairs, and all due to the fact that jealousy and selfishness had crowded out common sense. Markets within a radius of 20 miles are affected.

Omaha, Neb.—The Union Eltr. & Grain Co. has been organized to do a general cash grain business. It has applied for membership in the Omaha Grain Exchange, and has bot the eltr. of the Nebraska Hay & Grain Co. in Council Bluffs, that it will enlarge to suit the needs of its business. While Omaha capital is invested in the new grain firm, one outside dealer will come here to take charge of the business, W. H. Holliday of Davenport, who is largely interested in the company.

Lincoln, Neb.—Among the new laws that will become effective July 1 are the following: H. R. 4 by Evans requiring railroads to promptly receive and transport grain in bulk; S. F. 95 by Wiltse, requiring railroads to settle claims promptly or pay 7 per cent interest and attorney's fee; S. F. 71, by Banning, the reciprocal demurrage bill. This bill provides that shipments must go forward at the rate of 50 mi. each 24 hours except live stock shipments. For failure to meet this requirement railroad companies shall pay to the consignee \$1 per car per day. In computing the time of freight in transit, there shall be allowed 24 hours at each point where transferring from one road to another is involved: at division and junction points, while the car or shipment is required to be changed to another train; and an additional 24 hours on all cars weighed in transit and carload shipments shall not be considered tendered to the railroads until loaded. Railroad companies must notify consignee 24 hours after arrival of freight, giving the freight charges due; when requested by consignee shall also state the weight, nature of the shipment, point of origin, name of consignor, and when in carload lots, the number and initials of car or cars and if transferred in transit, the number and initials of the car or cars in which originally shipped, when such information is noted on the billing. Penalty, \$1 car for a day's delay or fraction thereof, and 1 cent per hundred pounds. When shipping instructions are noted on the billing, it shall be sufficient to give notice in accordance with said instruction. Notice of time of entry into the state must be given on interstate shipments. Railroads shall put cars in an accessible place for unloading within 24 hours after arrival, computing from 7 a. m. of the day following. Penalty, \$1 per car per day. Where car is partially unloaded and immediately reloaded, time is allowed. Forty-eight hours given for the disposition of coal cars and 24 hours for all other cars, 24 hours free time allowed for reswitching to minor railroads or industrial plants, in addition to regular time allowed for switching, loading or unloading. Cars containing less than 60,000 pounds have 36 hours for loading and unloading and 60 hours for cars of more than 60,000. Penalty \$1 per day. If shipper does not begin to load at that time, railroads may consider cars released and collect \$2 demurrage. When elements interfere, this may be a defense in the suit brought. Sunday is a legal holiday not counted. Declared to be supplemental to railway commission act, though it repeals all acts of the railway commission that conflicts.

NEW ENGLAND.

Boston, Mass.—Pres. B. J. Rothwell and many members of the Chamber of Commerce have declared in favor of removing the tariff on wheat.

Worcester, Mass.—Dodge Mill Co. incorporated to deal in all kinds of grain; capital, \$6,000; incorporators: Joseph B.

Garland, pres., Edmund A. Garland and Ernest C. Copp.

NEW JERSEY.

Delaware, N. J.—I am erecting another building 100 ft. long, an addition to my feed, seed, and grain establishment.—Geo. T. Prall.

Newark, N. J.—About 2,000 tons of grain, meal and flour, besides 40,000 bus. of oats were destroyed when the eltr. of Wilkinson & Gaddis burned Apr. 5. This is the second eltr. the company has had burned on this site.

NEW YORK.

Syracuse, N. Y.—The Syracuse Milling Co. has let the contract to the Monarch Engineering Co. for the erection of four steel grain tanks.

Troupsburg, N. Y.—H. M. Rogers, dealer in grain and hay, who mysteriously disappeared, some time ago, has returned and offered his creditors 30 cents on the dollar.

New York, N. Y.—Welding Ring, pres. of the Produce Exchange, at a recent meeting was authorized to appoint a committee of 5 to draft resolutions protesting against the increases in the duties on oats, wheat, corn and barley as reported by Senator Aldrich. Members in the flour trade have adopted resolutions calling upon Congress to remove the duty on wheat.

New York, N. Y.—To discharge a cargo of Argentine oats at this port recourse was had to hoisting in coal buckets, the great port of New York having no marine leg. Besides the men shoveling the grain into the tub below, there are three required on deck, two to dump the tub and another to haul back the derrick boom over the hatchway so that the empty tub can be lowered down to be filled again. This is a slow, costly process, and entirely behind the times. Yet this is the method of unloading the 4,473 tons of bulk oats from the steamer Saint Jerome; and the same costly process was adopted in discharging the 2,136 tons of bulk oats from the steamer Pilar de Larrinaga. Some of the oats were sacked and raised in slings, 9 bags in each draft.

BUFFALO LETTER.

Extensive improvements are being made at the Globe Eltr. which was damaged by fire a few weeks ago.

The Thompson Milling Co. at Lockport is to start work at once on a \$25,000 addition to its Market street mill.

Statistics of Buffalo's grain trade will be compiled by the railroads in co-operation with the Chamber of Commerce.

Capt. J. J. H. Brown is figuring on the erection of a new steel eltr. on the site of the old Wilkeson Eltr. he recently purchased.

H. V. Burns has been appointed a member of the committee to attend the conference at Detroit on Apr. 22 to consider better trade relations with Canada, by Gov. Hughes.

The big ice jam at Niagara Falls has greatly inconvenienced the flour mills at Lockport owing to the fact that the power companies were put out of business by the high water.

A. Nowack & Son are planning to spend about \$100,000 on their new eltr. which is to take the place of the one recently destroyed by fire. Their warehouse will be one of the finest in the city.

Included in the new work contemplated in the near future by the George J. Meyer Malting Co. is a \$6,000 malt bin. The permit was issued recently by the city building department. It will be built of concrete.

Sec'y Pond reports that during 1908 the inspection dept. inspected 53,720 cars of grain on track and out of eltr. The bulk grain inspected in and out of the eltrs. amounted to 13,143,104 bus., a considerable decrease from last year's figures.

The Corn Exchange now employs a man whose sole duty is investigating the conditions of the cars which arrive in Buffalo loaded with grain. He examines the seals, taking their number; reports location of all leaks upon a condition blank and all repairs. This has enabled many Buffalo patrons to collect shortage claims.

There were 1,670,042 bus. of wheat here on Apr. 19, all of which is in eltr. as compared with 578,468 bus. here a year ago at this time. It will not take long to exhaust the supply for rail shipments can not supply the need. The last two cargoes of wheat, about 800,000 bus., were placed in eltr. the day before navigation opened.

It has been alleged that the Keystone Warehouse Co. has been made a preferred creditor to the extent of \$4,300 in the Marshall Milling Co. bankruptcy and Trustee Bissell is trying to get permission to bring suit to recover that amount. The total liabilities of the Marshall company are \$28,856.10 and the assets are \$18,864.79.

At the annual meeting of the board of directors of the Corn Exchange Apr. 22 these officers were elected for the ensuing year: Henry D. Waters, pres.; S. M. Ratcliffe, vice-pres.; T. J. Stofor, treas., and Fred E. Pond, sec'y. At the annual meeting of the stockholders these directors were re-elected for a period of three years: Henry D. Waters, L. S. Churchill, and George Booth.

R. C. Chapin of Chapin & Co. was one of the principal witnesses before the Public Service Commission at the hearing on the proposed belt lines. The point of Mr. Chapin's testimony was to show the great need of better grain handling facilities around Buffalo. He said that Buffalo was losing trade every year because it was not able to compete with other cities owing to the delay in transferring through Buffalo.

The high price of wheat has sent the wholesale price of flour up to \$7 in Buffalo, but as yet the bakers have not reduced the size of their loaves to any extent, neither have they raised the price, altho it would appear that they are losing money in the present deal. The local dailies have given the matter much publicity and it is commonly said that if it was not for public opinion the price of bread would have been raised long ago, but the local bakers are not anxious to bring on any bread riots.

Arthur & Page is the name of a new grain firm just launching into business in the Chamber of Commerce building. C. H. Arthur, the senior member of the grain firm, is an old grain man having been the head of the old firm of Arthur & Waters which was organized in 1882. Mr. Arthur has been out of the grain business for several years but the experience he has had and the friends he made will enable him to start advantageously in his old vocation. Mr. Page is a young man who has traveled extensively in this country and Europe and will doubtless soon learn the grain business.

Navigation in Buffalo harbor opened on the 16th, but owing to ice conditions in the harbor there has been very little doing. About a dozen boats have cleared with non-union crews, but there have been no arrivals except the passenger boat from Cleveland. Grain men are watching the labor situation with much interest.

Grain trade is quiet, the attention of everybody seeming to be concentrated on the Chicago market. Trade in the staple grains is almost at a standstill owing to the high prices, even the speculative market being strangely lacking in activity during the past few weeks, while the prices have been soaring. Occasionally a grain dealer can get hold of a few cars of mixed seeds, oat hulls, ground corn cobs, or something of that kind which he is able to sell and thus keep things moving, but the most of them do not pretend to be doing any real business.

NORTH DAKOTA.

Stewartsdale, N. D.—Lehr & Nagel are successors to J. A. Miles.

Souris, N. D.—Will Pfau has resigned as agt. for the Imperial Eltr. Co.

Agate, N. D.—The eltr. of the Minnetoka Eltr. Co. burned recently. Loss total.

Nash, N. D.—Henry Hanson has closed the eltr. here of the Duluth Eltr. Co. for the season.

Souris, N. D.—Oscar Gilbertson is the new agt. at the eltr. of the St. Anthony & Dak. Eltr. Co.

Velva, N. D.—I am out of the grain business.—M. N. Zeches, former agt. for C. G. Ireys Eltr. Co.

Cayuga, N. D.—Fred George, formerly a grain buyer at the eltr. of the Cargill Eltr. Co. here, died recently.

Overly, N. D.—The loss on the eltr. of the Woodworth Eltr. Co. that burned Mar. 19, was \$10,000, partly insured.

Upham, N. D.—The recently incorporated Upham Farmers Eltr. Co. has elected S. O. Sampson pres.; and T. T. Kongslie, sec'y.

Mercer, N. D.—The Mercer Eltr. Co. has been organized by Messrs. Davenport, Heckner, Olesen, and others, to build a 30,000-bu. eltr.

Hope, N. D.—I have moved here from Willow City to take charge of the eltr. of the St. Anthony & Dak. Eltr. Co. at this point.—F. M. Smith.

Willow City, N. D.—W. J. McDougall has taken my former place here as agt. for the St. Anthony & Dak. Eltr. Co.—F. M. Smith, Hope, N. D.

Ellendale, N. D.—The Farmers Cooperative Co. incorporated; capital stock, \$10,000; incorporators, Wm. Townsend, Frank Letson, and others.

Doyon, N. D.—S. Chose has resigned as mgr. for the Farmers' Eltr. Co. Its house is closed for the season and will not be opened until in July.

Stiles sta., Hankinson p. o., N. D.—The newly organized farmers' eltr. company expects to build an up-to-date eltr. in time to handle the coming crop.

Galesburg, N. D.—M. J. Mae will succeed Iver Iverson, resigned, as mgr. for the Galesburg Farmers' Eltr. Co.—G. H. Bristol, mgr. Clifford Farmers' Eltr. Co., Clifford, N. D.

Spiritwood, N. D.—M. O. Rhud, who has been with the Monarch Eltr. Co. for some years at Ypsilanti, has succeeded Steve Hayes, resigned, as agt. here of the Occident Eltr. Co.

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Grain CONTRACT BOOK

This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". If you contract for grain you can not afford to be without these blanks.

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Mason Sta., Erie p. o., N. D.—The Mason Farmers Eltr. Co. incorporated with a capital of \$25,000 by Duncan Bissett, P. J. Nelson, A. D. Cameron and others of Wheatland and Erie.

Max, N. D.—The Farmers Eltr. Co. is building an addition, 16x30 ft. to its main building, in which it will operate a feed mill. The gasoline engine now used in the eltr. will furnish power for the mill.

Harvey, N. D.—Fischer & Guitschmidt have let contract to C. H. Benson for a 25,000-bu. cribbed eltr. on the Soo Rld. It will be run by gasoline engine. Owen Cleaner, man lift, hopper scale and a dump scale will be installed.

Drayton, N. D.—The Monarch Eltr. Co. has closed its house until August. T. T. Bakke has resigned as agt. for that company here, and has taken a similar position with the Andrews Grain Co. at Towner, N. D.—Richard Lynch.

Edinburg, N. D.—The Edinburg Farmers Eltr. Co. has bot the eltr. of the Folsom & Rustan Eltr. Co., and will take possession May 1, retaining me as mgr. The Folsom & Rustan Eltr. Co. will discontinue the grain business here.—O. O. Torgerson, agt. F. & R. Eltr. Co.

Bordulac, N. D.—The Sorenson Grain Co. of Duluth will build two 30,000-bu. eltrs. in this vicinity to be ready to market the 1909 crop. One is located at the spur 4 miles east of this place, construction began Apr. 12; the other will be built at the spur 4 miles west of Bordulac.

Anamoose, N. D.—The Farmers Eltr. Co. has let the contract for a 40,000-bu. cribbed eltr. on the Soo R. R. to Honstain Bros. Equipment will include 15-hp gasoline engine, one Monitor Cleaner, automatic shipping scale and a dump scale, 2 legs, 15 bins, New Era Man Lift. It will have concrete foundation, also coal shed, 14x48.

Grano, N. D.—While working about the belting of his eltr., Mar. 22, M. W. Nelson met a serious accident that nearly cost him his life. His hands became tangled in the lacing and he was thrown so violently, striking on his head, that he was knocked senseless. He fell on the moving belt and received severe cuts and bruises about his head before he was rescued by the drayman. It was several hours before he regained consciousness.

OHIO.

Buckland, O.—Our company has increased its capital from \$25,000 to \$60,000. We will buy two more eltrs.—Buckland Milling Co.

Mercer, O.—J. F. Dysert & Co. are remodeling their house, installing Ohio Fan Sheller, drags, dumps, manufactured by The Philip Smith Mfg. Co.

Portsmouth, O.—J. W. Bannon, who recently bot the plant of the Portsmouth Cereal Co., will operate it under the name of the Scioto Cereal Co.

Quincy, O.—The Quincy Grain Co. incorporated by E. T. Custenborder, W. H. Persinger, J. E. Wells, W. A. Niswonger and S. R. Niswonger; capital stock, \$15,000.

Marion, O.—Amateur burglars recently entered the office of the Ohio Milling & Eltr. Co., broke the dial from the safe with a sledge hammer, and took \$45 in cash.

St. Marys, O.—Gordon-Hauss & Folk Co. are making some repairs in their eltr. and mill and are installing one of The Philip Smith Mfg. Co.'s new drags and other machinery.

Mandale, O.—We are no more in the grain business since our eltr. burned over a year ago. No other person has entered the grain business at this point yet. We still handle a little hay and straw.—Dowler Bros.

Cincinnati, O.—The Chamber of Commerce has adopted resolutions renewing its opposition to federal inspection of grain and protesting against the passage of senate bill No. 121 introduced by McCumber.

Mt. Heron, O.—We have a general store in connection with our grain business. We are doing practically nothing in grain at present and do not expect any grain business worth mentioning until the new crop comes in.—Bailey & Teegarden.

Rockford, O.—Mosier, Frisinger & Son have let their contract with the Philip Smith Mfg. Co. for grain handling machinery and power transmission including a No. 2 Ohio Fan Sheller, No. 3 grain cleaner, man-lift, drags, etc., for their new house.

Bellefontaine, O.—C. H. Tingley, formerly in the grain business in Columbus, has been elected pres. and general mgr. of the Bellefontaine Feed & Fuel Co., to begin business with the new corporation about June 1. The company will build a mill and also handle coal and building materials.

Piqua, O.—In reply to N. M. in this column Apr. 10 I will say that the Ohio and Indiana Grain Shippers' Traffic Ass'n has the following officers: Pres., Leroy Urmoston, Tipton, Ind.; vice pres., Jos. Wolcott, Conover, O.; treas., Jos. Coppock, Fletcher, O., and sec'y, Harry W. Kress, Piqua.—Yours, H. W. Kress.

Portsmouth, O.—Travelers who have suffered from hot, close, stuffy cars rather than endure a bombardment of cinders and sparks, will be delighted to know that genial Harry Grimes, with his usual thoughtfulness for fellow sufferers, is promoting a patent cinder guard designed to protect them and promote their comfort.

New Winchester sta., Bucyrus p. o., O.—Ed Heinlen and James Fink are both planning to build a grain eltr. The T. & O. C. R. R. Co. objects to putting in sidetracks for two. When the R. R. Co. decides which applicant can have the side track, he will at once start work on his eltr. Mr. Fink owned a site and Mr. Heinlen has just purchased.

TOLEDO LETTER.

Lots of business.—W. H. Morehouse. We have had a very large speculative business.—John Keller.

All indications point to the largest acreage of oats ever planted in Ohio.—Jesse Young.

High grain prices have killed the cash market, but there is an excellent speculative business.—W. W. Cummings.

Frank W. Barnes of the Barnes Grain & Commission Co. has brot suit to recover \$2,350 alleged to have been lost in gambling with the John Mills Co., by pretended transactions in grain.

I would like to see the tariff on grain eliminated or greatly reduced. It is very discouraging to the consumer to pay such high prices for grain. At least a lower tariff on grain would check manipulation, which hurts the general trade.—H. W. DeVore.

During the height of the wave of speculative excitement which swept over the country Fred Mayer kept singing one song, "Buy July wheat," "Buy July wheat." The song was inspired by a big

bunch of orders, and frequently Mr. Mayer would lift the Toledo market a cent in order to accommodate the demands of his speculative friends.

The cash grain receipts in Toledo have been light recently and Chief Inspector Culver has had to stir up something. He now announces, after two weeks of stirring, that he will hold a Tri-State Agri. Show in Toledo Sept. 13 to 18. Prizes will be given to grain dealers and farmers in Ind., Ohio and Mich. for best grain exhibits. Mr. Culver affirms that it will be the biggest show of its kind ever held in Toledo and he is going to make it so interesting that there will be plenty of competitors for prizes. Several citizens have subscribed liberally toward the project, and the merchants have guaranteed handsome prizes. The show will be held at the fair grounds. Big Chief will have a crowd if he has to go out into the states and blow them in.

OKLAHOMA.

Fletcher, Okla.—Mell & Cole do not deal in grain. The Farmers' Union has a scoop-shovel man here.

Hydro, Okla.—Mr. Green, who has been in the grain business here for several years, will build a 25,000-bu. eltr.

Oklahoma City, Okla.—The Southwestern Hay & Grain Co., G. J. Smith, mgr., has moved its headquarters from Lawton to this city.

Marlow, Okla.—Martin Mill & Eltr. Co. incorporated by Thomas P. Martin, Jr., C. D. Brown and A. T. Martin; capital stock, \$25,000.

Fletcher, Okla.—A. W. Funnell, who had charge of the eltr. of the Miller Grain Co., and I have bot the company's eltr. at this point and will conduct the business under the name of the Fletcher Grain & Feed Co.—Anton Adelman, formerly at Apache, Okla.

Oklahoma City, Okla.—John Willis Dickson, formerly of Hobart and Roosevelt, Okla., Memphis, Tenn., and Birmingham, Ala., is reported to have re-engaged in the grain business here.

Oklahoma City, Okla.—We have definitely decided to hold the 12th annual meeting of the Grain Dealers' Ass'n of Oklahoma at Oklahoma City, May 19-20. The meeting will convene on the afternoon of May 19 at 2 o'clock and will close on the evening of May 20 with our annual banquet.—C. F. Prouty, sec'y-treas.

Enid, Okla.—The suit of the Union Grain Co. against the Garfield County Milling Co. was heard recently in the county court here, plaintiff getting judgment and the costs being divided. The Union Grain Co. bot a number of car loads of wheat from the Garfield County Milling Co. which were consigned and sold at Chattanooga, Tenn. Plaintiff claimed that the contract called for No. 2 soft wheat and that the grain inspector of Chattanooga classed the wheat as hard wheat, which was worth 12 cents a bushel less than No. 2 soft wheat. The amount involved in the suit was \$331.57.

PROGRAMME ANNUAL MEETING OKLAHOMA GRAIN DEALERS.

WEDNESDAY, MAY 19, 2:00 P. M.

Meeting called to order by the President, Hon. J. S. Hutchins, Ponca City, Oklahoma.

Address of Welcome, Hon. Sidney L. Brock, Pres. Chamber of Commerce, Oklahoma City.

Response, Hon. D. J. Donahoe, Ponca City, Okla.

Address, "Value of Statistics," Hon. P. S. Goodman, Chicago.

Address, Hon. Charles West, Attorney General, Guthrie, Okla.

Remarks, Hon. William Murphy, Kansas City, Mo.

Address, "How shall we increase wheat acreage in Oklahoma," Hon. Charles F. Barrett, Sec'y Oklahoma State Board of Agriculture, Guthrie, Okla.

General Discussion.

Appointment of Committees.

THURSDAY MORNING, MAY 20,
9:30 A. M.

Address, Charles S. Clark, Grain Dealers Journal, Chicago, Ill.

Address, "American System of Grain Inspection and its Influence on the Grain Trade," Hon. John D. Shanahan, Washington, D. C.

Address, Hon. J. E. Love, Chairman Corporation Commission, Guthrie, Okla.

Address, Hon. E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.

THURSDAY AFTERNOON, 2:00 P. M.

Executive Session for the transaction of Ass'n business.

Meeting open for members only.

Reading of minutes of last Annual Meeting.

Secretary's and Treasurer's Annual Report.

Election of Officers.

Miscellaneous Business.

Report of trade Rules Committee.

Adjournment.

Annual Banquet.

OREGON.

Portland, Ore.—Fred Muller, sec'y of the Board of Trade, has visited Chicago recently to confer with backers of the terminal eltr. project.

Arlington, Ore.—With the arrest of one of the tramps known to have been in the box car in which originated the fire that destroyed the warehouse of Balfour, Guthrie & Co., April 6, the authorities believe they have the ring leader of a bad lot of crooks that were ordered out of the town early in the evening. They left the depot muttering against the railroad company and made their way to a string of box cars on a siding at the warehouse. About 2 o'clock in the morning a fire was discovered in those cars that destroyed the warehouse and burned the bridge nearby. Balfour, Guthrie & Co. lost about \$3,000.

Portland, Ore.—The recently incorporated Northern Grain & Warehouse Co. has taken over all the warehouses formerly owned by the Pacific Grain Co. and the Campbell-Sanford-Henley Co. between Tekoa, Wash., and the Snake river, and has also acquired the houses operated by A. P. Johnson and by Duling & Bishop of Garfield, Wash. This firm will have some 20 houses in the interior. Its offices in Portland, Tacoma, Seattle, Spokane and San Francisco will be under the management of A. Cohn, for many years located at Tekoa, Wash., and identified with the Campbell-Sanford-Henley Co. His headquarters will be here. The Puget Sound office will be managed by A. E. Sutton, well known thruout that district and also to the Portland trade, where he received his grain education. Lake France, for many years identified with a company that operated all thru the Big Bend country and Spokane, will have charge of that district.

PENNSYLVANIA.

Harrisburg, Pa.—James W. Kellogg has been promoted to the position of chief chemist of the Department of Agriculture of Pennsylvania, having to do with the enforcement of the commercial feeding stuffs law.

PHILADELPHIA LETTER.

The strong condition of oats, and its barleying as well, has had a very noticeable effect in checking trade.

The Bourse is to be enlivened with a Mining Exchange, to begin with forty brokers who represent all of the leading mining companies.

R. Cecil Wilson, prominently connected with one of the old time grain, flour, feed and hay firms, has just been elected a member of the Commercial Exchange.

An interesting question is now furnishing lots of exciting discussion and good natured criticisms on the grain floor among the traders here, the vital topic being, "Who is the best dressed man?"

Dredging the channel of the Delaware river has begun in earnest to clear out all hulks and shoals which have interfered with the export shipments of grain, causing needless delays to the large steamships of the trans-Atlantic lines.

The flurry in wheat, while it has stirred up quite a commotion among the flour trade in this vicinity and considerable talk about smaller loaves of bread and higher prices by the bakers, is being gradually discounted, and the hold-off buyers are coming into the market again.

After 30 days the grain inspection fee at the export eltrs. will be 30 cents a car and compulsory, announces the grain committee of the Commercial Exchange. Outward inspection from export eltrs. will be 20c per 1,000 bus., and on western inspected grain a certificate to that effect will be issued free.

In addition to the main office department the Commercial Exchange has just had finished up and fitted out in modern style two private offices, one for the pres. and treas. and the other for the sec'y and his stenographer. The first being arranged for a directors' and committee room in case of need.

The planked shad dinner given by Ye Ancient Backbone Club at the Old Orchard, Essington, and the champion game of baseball, joined in by the grain, flour, feed and hay men on 'change, who challenged the Phila. Stock Exchange to send out a picked nine to cross bats with them, and help to pick out the bones from the big Delaware shad, is now prevailing talk on the Rialto, the event having taken place on Saturday, April 24, when a large crowd was there, Gen. Brazer leading the van.

Pres. Samuel F. Scattergood, with William M. Richardson and A. B. Porter, of the transportation committee of the Commercial Exchange, the former having been chosen the chairman of the joint protesting committee, represented the exchange at the recent meeting of the Central Freight Ass'n and joined with Baltimore, Boston, Buffalo and New York, representing the views of the Eastern grain exchanges and the presenting of a strong protest against the charge of \$2 per car, which the railroads began to collect as a "diversion tax" about two years ago on all corn shipped to "blind billing points," that is, to Eastern railroad yards which are not intended to be final destination, to be assigned according to the needs of the grain broker as he makes sales. This charge was abol-

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The Knickerbocker Co.

Jackson, Mich.

ished a year ago by the Central Freight Ass'n but later was restored on the demand of the Pennsylvania and other trunk lines not in the ass'n. A favorable decision is expected.—S. R. E.

SOUTH DAKOTA.

Alcester, S. D.—The Farmers' Eltr Co. has completed a new eltr.

Yankton, S. D.—Miner & Frye have been succeeded by M. G. Frye.

White Rock, S. D.—Alfred Anderson is the new agt. at the eltr. of the Monarch Eltr. Co.

Jefferson, S. D.—The Tiedeman Eltr. Co., of Sioux City, Ia., has bot the Farmers' Eltr. here.

Letcher, S. D.—The Farmers' Eltr. Co. will greatly increase its facilities during the coming summer.

Hecla, S. D.—J. E. Scott & Co. have bot the eltr. of the Atlas Eltr. Co., managed by J. D. Lyon.

Yankton, S. D.—The Hunting Eltr. Co. is raising its eltr. here and will rebuild it at Hudson, S. D.

Alpena, S. D.—The Farmers' Co-operative Eltr. Co. has been organized and wishes to buy an eltr. here.

Iroquois, S. D.—A farmers' eltr. company has been organized by W. M. Joseph, A. Johnson and B. Schultz.

Claremont, S. D.—The Thorpe Eltr. Co. has put in a new 8-h. p. engine and a new cup belt, besides enlarging the office.

Alpena, S. D.—The South Dakota Grain Co. has sold its eltr. to the Farmers' Eltr. Co. H. A. Munson will be mgr.

Holabird, S. D.—The Atlas Eltr. Co. has let contracts to T. E. Ibberson for a 25,000-bu. cribbed eltr. on the C. & N. W. R. R.

Flandreau, S. D.—I have retired from the grain business and now deal in furniture.—G. A. Hales, former mgr. Farmers & Mer. Eltr. Co.

Sioux Falls, S. D.—The Hawkeye Eltr. Co. has moved its eltr. to Aggregord, a switch between Viborg and Irene, on the Great Northern R. R.

Wakpala sta., Mobridge p. o., S. D.—The McCaull Webster Eltr. Co. will build a 25,000-bu. eltr. here and one of like capacity at Morrystown and at McLaughlin and McIntosh.

Canastota, S. D.—The Cook County Grn. Co. has bot J. J. Mullaney's eltr. on the C. & N. W. Ry. The Reedy Grn. Co. has sold its eltr. on the C. & N. W. Ry. to the Farmers' Eltr. Co. This gives Canastota three farmers' eltrs.

Kimball, S. D.—F. C. Zimlicka, proprietor of the Kimball Roller Mills, has incorporated the business with a capital stock of \$20,000. E. W. Jefferson and O. H. Wright are incorporators with him. The company will increase the eltr. capacity and improve the plant.

Vermilion, S. D.—The Farmers' Eltr. Co., that lost its eltr. by fire Apr. 4, will rebuild immediately and is considering concrete. It expects to get the eltr. of A. A. Truax, that has been closed for some time, in which to do business until its new eltr. can be completed.

A test of the reciprocal demurrage law of South Dakota, passed by the legislature in 1907, will be made by the State Ass'n of Farmers' Eltrs., which has retained Kean & Lawson, attorneys of Woonsocket, to bring suit against the Chicago, Milwaukee & St. Paul Railroad Co. in Lincoln County.

Bonesteel, S. D.—J. C. Pigsley of Wagner has been helping to organize a farmers' co-operative ass'n. that expects to incorporate for \$50,000 and handle grain, lumber, coal and live stock. About \$7,000 was subscribed at the first meeting, and the members expect to sell \$20,000 worth of stock by the time they are ready to begin business. The South Dakota Grain Co. is willing to sell its eltr. to the new organization that is now negotiating for a lumber yard.

SOUTHEAST.

Washington, Ga.—There are no grain eltrs. here and are not likely to be. The retail dealers handle grain in car lots. The wholesale dealers are L. D. Faver, Jno. W. Cowan and ourselves.—R. M. & R. S. Smith.

Macon, Ga.—The P. P. Williams Grain Co., of St. Louis, Mo., is charged by the federal authorities here with having violated the national pure food regulations by shipping adulterated and mislabeled foodstuffs.

Mobile, Ala.—The J. Zimmern Co., grain dealers and millers, will build a brick and stone grain warehouse. The plans call for a raised cement floor above high water mark. Cost, \$5,000. Construction will begin at once; building to be ready for occupancy within two months.

Newport News, Va.—G. E. Lester and R. D. Holloway no longer have anything to do with the management, nor are they employed by this company. We have leased our brokerage business to Mr. R. D. Holloway, and are confining our business at this time to storage, milling and shipment of grain. N. N. Dabney is now secy and treas. This company was originally started for Mr. G. E. Lester and Mr. R. D. Holloway. I had no active part in the management, being most of the time out of the state and in another business, but for a good many reasons had to come back to Newport News and take charge of this business.—Geo. R. Dabney, pres., Dabney Brokerage Co.

TENNESSEE.

Binghamton, Tenn.—J. M. Trenholm & Co.'s new transfer eltr. and warehouse is going up rapidly and Fred Friedline & Co., the builders, expect to have it ready by June 1.

Memphis, Tenn.—The brick and concrete warehouse of the Riverside Eltr. & Warehouse Co. has been completed by Fred Friedline and is occupied by Webb & Maury.

Nashville, Tenn.—Total sales on the Grain Exchange broke a record Apr. 13 when 130,000 bus grain changed hands on the call. Sales were 55,000 bus. corn and 75,000 bus. oats.

Nashville, Tenn.—The Knox Grain Co. incorporated by W. E. Knox, Paul W. Pritchard, Thomas Graham Hall, L. Q. C. Knox and Maney C. Watson; capital, \$15,000. W. E. Knox, pres. of the new company, formerly supt. of the Nashville Terminal Co., is one of the best known railroad men in this section and has a wide acquaintance with the grain trade. Associated with him are experienced grain men who aim to make this company a factor in the city's grain business. The firm will operate thru public eltrs. and warehouses until July, when it will take over the plant of the Samuels Eltr. Co.

Chattanooga, Tenn.—I am remodeling the old Union Eltr. here and expect to make an eltr. and warehouse for the city trade.—J. T. Thomasson.

Memphis, Tenn.—J. F. Mulhern, who is operating the Union Eltr. as a public eltr., is having a warehouse erected for the public storage of grain, merchandise and feed. The building will be 2 stories high and 70x170 ft. Fred Friedline & Co. have the contract.

TEXAS.

Fort Worth, Tex.—The arbitration committee of the Texas Grain Dealers Ass'n met here Apr. 21.

Chillicothe, Tex.—Rutherford Mill & Eltr. Co. incorporated by J. M. Rutherford, M. M. Rutherford, and R. A. Morgan; capital stock, \$25,000.

Waco, Tex.—The H. H. Grouch Grain Co., whose warehouse burned Mar. 30, has some salvage on grain and machinery. It will rebuild an up-to-date eltr. to replace that burned.

Taylor, Tex.—Fire from burning grass along the railroad right of way ignited the engine room at the eltr. of Womack & Sturgis, recently, and did considerable damage to that and the machinery.

Fort Worth, Tex.—R. O. McCormick, formerly commercial agent of the Rock Island Frisco lines at San Antonio, has succeeded U. S. Pawkett as secy and traffic manager of the Fort Worth Traffic Bureau.

Fort Worth, Tex.—The Fort Worth Grain & Cotton Exchange on Apr. 13 elected the following directors for the ensuing year: G. C. Mountcastle, Tom B. Owens, T. A. Edwards, R. M. Kelso and Paul Cruseman.

New members of the Texas Grain Dealers Ass'n are Godley Mill & Eltr. Co., of Godley, Tex.; and A. E. Childress & Co., of Temple, Tex. S. A. Shaw, who is a member of the Ass'n, has arranged to have his grain business managed by P. S. Roberts.

Hubbard City, Tex.—The 3-story building and machinery, owned by the First National Bank and used by the Hubbard City Mill & Eltr. Co., burned in the evening of Apr. 15. Loss on building and machinery, \$15,000; on wheat and other produce, \$3,500. Insurance on building, \$3,500; on grain, \$1,000.

Canado, Tex.—The Peoples Grain Co. has been organized to do a general grain and feed business. H. B. Allen Sickel, formerly manager of the Farmers Mill & Storage Co. here and the Sickel rice farm at Louise, is active mgr. A. W. Hollingshead, a veteran hay dealer, is the purchasing agt. and will handle the hay trade, for which the company controls several large warehouses, and has handled part of the government hay contract at San Antonio the past season. We expect to build a grain warehouse and eltr. here this summer in time to handle the fall crop.—H. B. Allen Sickel.

Amarillo, Tex.—The Rex-Perkins Grain Co. will soon begin the erection of its new \$5,000 eltr. plant; capacity, 50,000 bus., of which the warehouse will store 20,000 bus. and the eltr. proper the rest. While the site has been selected, the company is not disclosing its location until some other deals can be made. The eltr. will be the only one in the Panhandle equipped with a system of non-chokeable eltrs., by which a car can be unloaded and loaded every 30 minutes. A 21-h.p. engine will be installed. The Pelkey Construction Co. has the

contract. All kinds of ground feed will be put out by the mill, which will have a daily capacity of 2,000 bus.

Houston, Tex.—Foiled in their attempt to crack the safe of E. S. Dixon & Co., wholesale grain and hay dealers, robbers set fire to the eltr. that contained a stock of feed, and burned it to the ground early in the morning of Apr. 4. Loss on building, \$2,000; on stock, \$4,000; insurance, \$3,900. Box cars and contents burned on R. R. track nearby brings the total loss up to \$10,000.

Fort Worth, Tex.—Another change has been made by the state railroad commission in the Rule 35 on changing destination, and it now reads "Destination of any car load shipment originating at a point in Texas may be changed in transit or at points in Texas, at a charge of \$1. when the substituted destination is a point in Texas; provided the contents of the car have not been disturbed (further than inspected) or removed at first destination, and that the request for the change is made while the car is in transit or within 48 hours (Sundays and legal holidays excluded) after notice of arrival at first destination. Notice of desire to change must be in writing and may be given to the agent at first destination, to the auditors of the companies transporting or to any other agent or officer designated to receive the same. If the rate to substituted destination is higher than that to original destination such higher rate, plus extra service charge if any, will apply. When substituted destination takes a less rate than that to original destination, and the order for destination change is received by the carrier before the shipment arrives at or moves beyond such substituted destination, such lower rate, plus extra service charge if any, shall apply. When change of destination involves a back haul or indirect service, an additional charge of one-half cent per ton per mile will be made for all extra or additional service performed. The extra service shall be arrived at by ascertaining the short line mileage from origin of shipment direct to substituted destination and subtracting same from the short line mileage from origin to substituted destination via re-consigning point. The difference thus ascertained will represent the extra service for which the additional charge shall be made. In no case shall the rate be less than the tariff mileage rate for the distance traversed by the shipment, extra service to begin only when the shipment exceeds the maximum tariff distance. Only one change of destination as provided for by this rule is authorized, and this rule does not authorize the observance of orders from shippers or consignees for stopping and holding shipments for further instructions or orders but only such orders as specify the substituted destination."

UTAH.

Salt Lake City, Utah.—The Inter-Mountain Milling Co. is building a 30,000-bu. cribbed eltr., 30x32 ft., on the ground and 46 ft. to the square, on heavy concrete foundation, iron-clad thruout, equipped with electric motors, one stand of eltrs., 7x16 buckets, a passenger eltr., a No. 34 Barnard & Leas Separator, power shovel, rope transmission thruout. G. H. Birchard has the contract.

WASHINGTON.

Colfax, Wash.—Samuel C. Armstrong, traveling mgr. for the Pacific Coast Eltr. Co., has been offered the position of chief state grain inspector.

Argo Sta., Seattle p. o., Wash.—The Spokane Grain Co., with headquarters in Seattle, has begun building a grain eltr., a hay warehouse and a barn at this station.

Ritzville, Wash.—The Ritzville Warehouse Co., a prosperous company of farmers, is arranging for the construction of a 50,000-bu. eltr. to handle grain in bulk as well as in sack. The equipment will include a dump scale and a cleaner. Plant will be completed this season; cost, \$8,000 to \$10,000.

Pullman, Wash.—The Farmers Educational and Co-operative Union has filed complaint with the Interstate Commerce Commission alleging that rates are unreasonable on grain to Astoria and unduly favorable to Portland and Puget Sound ports. The commission is asked to order the Great Northern and other roads to make new and reasonable rates.

Pullman, Wash.—Following the seed corn demonstration trains of last year the demand upon the Washington State College for seed corn has exhausted the supply. As showing the progress of the propaganda more than 700 individuals have been given seed; and Professor Geo. Severance says "When we first started to advocate raising corn instead of summer following we met with opposition. After hard work we got 30 persons to take seed corn offered free of charge, with instructions as to planting and cultivating. That was two years ago. Last year we made a specialty of talking corn when with the farm demonstration trains and in 1908 we gave out 280 packages of seed and had that number of farmers interested in corn growing."

WISCONSIN.

Knapp, Wis.—The Knapp Mfg. & Mer. Co. has gone out of business.

Beloit, Wis.—Miller & Adams are out of business.—Blodgett Milling Co.

Milladore, Wis.—I have been succeeded by A. W. Breitenstein.—A. J. Empey.

Dunbarton, Wis.—W. J. Hicks has succeeded Speer & Hoffell.—J. M. Speer.

New Franken, Wis.—John Basten will build an eltr.—Jos. Hoslet, Luxemburg.

Brillion, Wis.—We have leased the eltr. of the Wm. Rahr Sons Co.—Kuehl & Bruss.

Juda, Wis.—The Juda Lbr. & Fuel Co. has succeeded Roderick & Gifford.—B. H. Roderick.

Hancock, Wis.—Our old firm of F. J. Wiley & Son is out of the grain business.—F. J. Wiley.

Chilton, Wis.—We have installed a new up-to-date track scale.—Chilton Malting Co., Ltd.

Marshfield, Wis.—The Sparr Cereal Co. has succeeded Upham & Russell.—H. E. McEachron Co.

No. Freedom, Wis.—At present we are the only grain shippers here.—C. E. P., H. M. Johnson Lbr. Co.

New Holstein, Wis.—I have always felt friendly to organization of grain dealers, and do now.—Geo. H. Schroeder.

Brodhead, Wis.—For the past two years we have had to have corn shipped here instead of shipping it away.—Geo. M. Pierce & Son, successors to Geo. M. Pierce.

CONDITIONERS and DRIERS FOR Small Elevators

We have recently placed on the market a line of small machines for drying and cooling, suitable for small elevators and warehouses.

These machines embody the well known ELLIS PATENTS.

They are compact and may be placed in the elevator, requiring very little floor space.

They may be had in three different styles wood, composite or steel, and of any capacity.

They use nothing but cold air and therefore do not affect the insurance rate.

They are absolutely the fastest working machines on the market.

The cost is low and well within the reach of every small elevator in the country.

Drop us a line and we will mail you full information.

The Ellis Drier Co.
Postal Telegraph Bldg., Chicago

DePere, Wis.—The J. P. Dousman Milling Co. expects to erect a fine new office this spring.—I. O. Sessman, agt. W. W. Cargill Co.

Merton, Wis.—Wm. B. H. Kerr has no eltr. but is an irregular track shipper. The only regular dealer here is the Milwaukee Eltr. Co.

Fond du Lac, Wis.—The Fond du Lac Malt & Grain Co. and the W. W. Cargill Co. are not now doing business here.—Helmer Milling Co.

Humbird, Wis.—The Wilson-Weber Lumber Co. now has the warehouse here instead of Ed. J. Foster.—C. D. Fowler, agt. Wilson-Weber Lbr. Co.

Janesville, Wis.—The eltr. of the New Richmond Roller Mills Co. has been sold to the Janesville Wholesale Grocery; it is not used for grain now.—E. P. Doty.

Burlington, Wis.—We are building a new eltr. and feed store to be completed by Aug. 1. Our capacity will then be over 10,000 bus.—Burlington Feed Co.

Diamond Bluff, Wis.—The Equity Exchange of Prescott will build a warehouse here this spring in connection with our eltr. at this point.—T. Thompson, mgr. Eq. Exc.

Adell, Wis.—Chas. F. Glavin's lease on the Finnegan Eltr. will expire July 1, and he will not operate it after that date, as it has been rented by Nick J. Marx.—Finnegan Cash Store.

Superior, Wis.—W. H. Crompton has been appointed a member of the Wisconsin Grain & Warehouse Commission. The governor has re-appointed H. A. Johnson on the commission.

Abelmann, Wis.—The only other dealer at Abelmann is Guessler Bros., we having bot out E. P. Richardson there. We deal in grain at North Freedom and this place also.—H. M. Johnston Lumber Co., Baraboo.

Madison, Wis.—Assemblyman Geo. F. Scott has offered and the assembly unanimously adopted a resolution calling for an investigation by the federal government of methods of dealing in grain and stocks upon the great exchanges.

Dallas, Wis.—Some members of the Farmers Society of Equity are trying to form a company and sell shares to operate a warehouse; but are not yet far enough along with the scheme to know whether it can be carried out or not.—A. Pecore.

Fall Creek, Wis.—If W. W. Cargill Co. will not sell us their eltr. the chances are we will build an eltr. We have been operating the eltr. of W. W. Cargill Co. under lease; but they have a man who buys grain for them on commission and he furnishes them his eltr.—Wm. Niebuhr & Son.

Superior, Wis.—The eltr. being built for the Great Northern Road as an annex to Eltr. S, by the Barnett & Record Co., will have 72 concrete tanks 110 ft. deep in 4 rows and interstices, of 2,500,000 bus. capacity. It will be connected with the eltr. above and below by 36-in. rubberbelt conveyors, 9 above and a like number below.

MILWAUKEE LETTER.

The ninth annual meeting of the Wisconsin State Millers' assn., was opened in this city Apr. 21.

By unanimous action, Milwaukee millers have advanced the price of flour 50c per barrel, for Milwaukee delivery and shipment, the wholesale price now being \$6.50 per barrel to grocers and outside dealers.

Memberships in the C. of C. are quoted at \$150. This is without the cost of the annual assessment included, which is \$25.

Application for membership has been made by Alfred P. Steffen, L. Lindauer. Application for transfer of membership has been made by D. J. Coughlin.

Jerome D. Waite, for several years an official grain weigher in the yards of the Milwaukee road, died Apr. 11th at his residence in this city, aged 64 years.

For failure to pay the annual assessment for the fiscal year ending Apr. 5, 1909, the membership of E. P. Mueller has been declared forfeited to the owner and notice of the sale posted.

It is reported that there is still considerable barley being held in this state by interior dealers. The impression seems to be rife that barley will sell in the 80's before another crop is harvested.

Chief Grain Inspector Frank D. Hinkley was presented with a magnificent gold mounted, ivory handled silk umbrella by his assistants. The presentation speech was made by Asst Grain Inspector A. Salisbury.

A. A. Breed has been appointed official grain inspector to succeed Frank D. Hinkley, resigned. The appointment took effect Apr. 12th. Mr. Breed has been connected with the inspection department for several years.

Wheat is a very scarce article even at the abnormal prices being paid for it, and this also applies to rye, both of which have good flour making qualities. No doubt the miller would find it a profitable scheme to substitute rye flour for wheat flour, at the big difference in the price.

After conferring with Wisconsin Central officials in Chicago, John A. Millington, who had tendered his resignation to the Central to accept a position as traffic manager with the C. A. Krause Mfg. Co., has decided to withdraw his resignation and remain with the railroad company.

"Being opposed to perpetuating men in honorable offices, either elective or appointive, and being unable, in justice to himself, to continue in that position while entertaining these views," S. W. Tallmadge, one of the oldest active members on the floor, has resigned as a member of the committee on memberships, and declined a reappointment to that committee.

Prospects are not particularly bright as to future movement of grain from the old crop. Still, under practically the same conditions in past years, after farmers were through seeding, the volume of grain sent to market was much greater than seemed probable or possible, and the latter part of this season may see the same conditions.—W. M. Bell.

A committee consisting of W. H. Simpson, L. J. Pettit, F. W. Smith, Carl Joys and S. G. Courten, the latter as chairman, has been appointed by the Board of Directors at the invitation of Maj. Chas. S. Bromwell, U. S. Engineer, to confer with government and city officials and business men relative to the improvement of the Milwaukee harbor and the deepening of the rivers. Resolutions have been passed by the B. of D. favoring the improvement of the inner harbor and deepening the rivers. The conference is the result of an act passed by Congress Mar. 3rd, providing for a preliminary examination of Milwaukee harbor.

A very unique machine, and something entirely new in this building, is an ozone pure arifier, which the E. P. Bacon Co. has had placed in its offices for the purpose, as the name indicates, of purifying the air in their rooms. Silent discharges of electricity produce pure ozone, equal to that of the outside atmosphere after a thunderstorm. The machine, without sparking, produces a minimum amount of nitrogen oxides to the ozone generated.

The attention of members is directed to the following opinion of the Committee on rules, dated Apr. 3rd, 1909: "The Committee on rules is of the opinion that it is a direct violation of Section 2 of Rule 32, to furnish C. N. D.'s except at a total cost to the country shippers of the amount charged by the telegraph companies. The rules seems to cover the point quite fully and no amendment or additional rule appears to be necessary."—H. A. Plumb, sec'y.

A glance over the names composing the various committees appointed by the new B. of D., brings quickly to the mind of the reader the fact that several of the newly appointed members on the committees have been selected from the ranks of the younger aspirants for business honors, indicating that they are slowly but surely forging ahead and coming into increased favor with the older members through their real "live" efforts in pulling for new business, to the great advantage of the Chamber itself.

Committees appointed for the coming year at the first meeting of the newly elected directors, were as follows: grain inspection and weighing: C. F. Glavin, A. K. Taylor, D. G. Owen, J. M. Riebs, Jr., and J. J. Brooks. Flour Inspection: John F. Kern, Ferdinand Leu, W. H. Manegold, Edward Schackell and Philip Orth. Arbitration of grain and clover seeds: Louis L. Runkel, W. A. Hottensen, S. G. Courten, L. Teweles and G. C. Holstein. Call committee: H. M. Stratton, H. H. Peterson, Oliver C. Owen, L. R. Fyfe and W. E. Schroeder.

The committees of the B. of D. consist of: Finance: E. H. Dadman, C. W. Schneider and E. J. Furlong. Furniture and Rooms: Clark Fagg, J. J. Crandall and T. C. Coughlin. Market Reports: G. C. Holstein, J. J. Crandall and P. C. Kamm. Rules and Regulations: E. J. Furlong, P. P. Donahue and H. A. Plumb. Supplies: C. W. Schneider, Clark Fagg and J. M. Riebs, Jr. Transportation: Robt. Eliot, P. P. Donahue and T. C. Coughlin. Membership: Andrew McCabe, S. W. Tallmadge, M. S. Lowry, W. J. Armstrong and Jas. B. Leedom. Weather reports: J. H. Crittenden, C. E. Lewis and A. Flertzhelm. F. F. Clapp was elected chief weigher.

At the formal inauguration of newly elected members of the Chamber, Wallace M. Bell, in assuming the duties of pres., spoke briefly, thanking the members for the honor conferred, and urging their co-operation in meeting all conditions which may arise, as well as their support in increasing the volume of business for the market. The reports by the retiring pres. and the treas. show the total income from all sources for the fiscal year ending Apr. 5th as \$53,451.58. The total disbursements for the year were \$41,311.17, leaving a balance on hand April 5th, of \$12,140.41. The weighing department for the year shows a loss of \$236.50. The gratuity fund amounts to \$128,556, and this is carefully invested and earning a good interest. The present total membership is 604, of which but 356 have availed themselves of the

opportunity offered by the gratuity fund. A total of 79 memberships were transferred during the year and one membership was forfeited for non-payment of dues. The total receipts of grain of all kinds during the year were 47,295,000 bus., or about the same as received during the previous year.—Slits.

What is known as "Window Inspection" will, after May 1, at the direction of the committee on Supervision of Weighing and Inspection, be the method of inspecting all grain received in Milwaukee. By "Window Inspection" is meant that all samples drawn by inspectors will be taken to the inspectors' office and then inspected by the light of a large window, instead of the present system of inspecting grain out of doors and between freight cars where the light is not of the best and is sometimes clouded by shadows of freight cars, etc. After the samples are taken to the inspector's office, the inspection of each kind of grain will be done by individual inspectors, thus insuring a greater degree of uniformity than is the case at present.

The New Standard Bill of Lading.

A new form of B/L different in some respects from the Uniform B/L has recently been put into use by three of the leading southern lines of railway, the Louisville & Nashville, the Illinois Central and the Southern Ry., and is known as the "Standard."

The Standard B/L places shipping order first, original B/L second and memorandum third.

The face of the Standard B/L receipt is identical with the receipt appearing on the face of the Uniform B/L, with which shippers have become familiar.

The face of the Standard order B/L is the same as that of the Uniform B/L with the single exception that the Standard adds the following clause: "The B/L is assignable. It is negotiable only in so far as may be required to carry out the promise of the carrier made in the following surrender clause and is enforceable as provided in Section 10 of the B/L, according to its original tenor and effect."

The Standard requires shipper's signature to the shipping order, the Uniform B/L requiring shipper's signature to original B/L.

The changes in phraseology are made in the conditions appearing on the back of the B/L. Sections 3, 4, 6 and 7 of the Standard are identical with the Uniform B/L.

Section 1 of the Standard strikes out the words placing burden of proof of negligence on party in possession, so the section reads,

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at point of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession, the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes; or for country damage on cotton. When in accordance with general custom, on account of the na-

ture of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence.

Section L has added to it in the Standard B/L a second paragraph on quarantine, as follows:

In case of quarantine the goods may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations, or authorities, or for the carrier's dispatch, or at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when goods are so discharged, or goods may be returned by carriers at owner's expense and risk to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to goods shall be borne by the owners of the goods or be a lien thereon. The carriers shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required by quarantine regulations or authorities, even though the same may have been done by carrier's officers, crew, agents or employees, nor for detention, loss or damage of any kind occasioned by quarantine or the enforcement thereof.

From Section 2 the Standard omits from the last line following the word "law" the words "but nothing contained in this B/L shall be deemed to exempt the initial carrier from any such liability so imposed."

To Section 5, paraf 3 the Standard adds after the word "trains" "or until loaded into and after unloaded from vessels."

To Section 8 the Standard adds after the word "freight" in the first line "an average, if any."

To Section 9 the Standard adds a number of additional exceptions to those of the Uniform B/L, so that it reads as below, the additional words being in capital letters.

Section 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations and exemptions provided by statute and to the conditions contained in this B/L not inconsistent with such statutes of this section, and subject also to the conditions that no carrier or party in possession shall be liable for any loss or damage resulting from FIRE, OR FOR ANY LOSS OR DAMAGE RESULTING FROM, the perils of the lakes, sea or other water, OR FROM VERMIN, LEAKAGE, CHAFING, BREAKAGE, HEAT, FROST, WET, or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances, WHETHER EXISTING PRIOR TO, OR

THE TIME OF, OR AFTER SAILING, OR UNSEAWORTHINESS, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, TO TRANSFER, TO TRANSHIP, TO LIGHTER, TO LOAD AND DISCHARGE GOODS AT ANY TIME, and assist vessels in distress, and to deviate for the purpose of saving life or property, SUCH WATER CARRIER SHALL NOT BE RESPONSIBLE FOR ANY LOSS OR DAMAGE TO PROPERTY IF IT BE NECESSARY OR IS USUAL TO CARRY SUCH PROPERTY UPON DECK. The term water "carriers" in this section shall not be construed as including lighters across rivers or in lake or other harbors WHEN PERFORMED BY THE RAIL CARRIER, and the liability for such lightering shall be governed by other Sections of this instrument."

Alfred Brandeis, chairman of the grain committee of the Louisville Board of Trade, says that "While the new Uniform and Standard Bs/L are not altogether satisfactory, they are the best Bs/L the railroads have ever offered us. We contend that the only good B/L is the common law B/L, which the National Industrial Traffic League is working on."

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Special Grain Shovel Rope

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Live weevil plus a little Fuma equals dead ones every time

**Fumigate Your Elevators and Mills With
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The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums
Send for printed matter

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus..... Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10 1/2 x 8 1/2 in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.

Supreme Court Decisions

Carrier's Liability.—A carrier's liability begins when it receives freight, and does not depend upon issuance of a B/L.—*St. Louis, I. M. & S. Ry. Co. v. C. C. Burrow & Co.* Supreme Court of Arkansas. 116 S. W. 198.

Refused Goods Seller's Property.—Goods which a buyer refused to accept, and re-shipped to the seller, were the seller's property, and the buyer cannot recover for their loss in transit.—*Nathan v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals, 115 S. W. 496.

Consignee Can Recover Demurrage Penalty.—Demurrage and delay rule No. 10 of the Railroad Commission, effective June 18, 1904, prescribing a penalty for delaying shipments by sidetracking cars in transit, entitles the consignee to recover the penalty.—*Keystone Lumber Yard v. Yazoo & M. V. R. Co.* Supreme Court of Mississippi. 47 South. 803.

Arbitration and the Courts.—While parties may impose, as a condition precedent to application to the courts, that they shall have first settled the amount to be recovered by an agreed mode, yet they cannot entirely close access to the courts of law.—*Dunton v. Westchester Fire Ins. Co.* Supreme Judicial Court of Maine. 71 Atl. 1037.

Measure of Damages.—In an action for damage to goods shipped under a B/L providing that any loss or damage should be computed at the value of the property at the time and place of shipment, damages should be assessed according to such provision. *Merchants' & Miners' Transportation Co. v. Eichberg.* Court of Appeals of Maryland. 71 Atl. 993.

Shipper Can Recover on Common Law Tho the Shipment is Interstate.—Where the plaintiff does not rely upon the interstate commerce act, but bases his claim on common-law principles, an action for such recovery may be brought in the state court, although the shipments involved were made across state lines.—*Missouri, K. & T. Ry. Co. v. New Era Milling Co.* Supreme Court of Kansas. 100 Pac. 273.

Carrier Liable Under Hepburn Act Tho Not Under State Statute.—A petition which sets out that the plaintiff is the lawful holder of the B/L issued by the defendant (a common carrier) for certain property to be transported from one state to another and that the property was found to be damaged upon its arrival at destination is properly instituted in a state court and sets out a valid cause of action, although the copy of the B/L attached as an exhibit contains certain contractual terms which but for the provisions of the federal statute mentioned above would exempt the defendant from liability in the case.—*Southern Pac. Co. v. Crenshaw Bros.* Court of Appeals of Georgia. 63 S. E. 865.

State Courts Have Jurisdiction in Damage Suit on Interstate Shipment.—This court is of the opinion that sections 8 and 9 of the interstate commerce law (Act June 29, 1906, c. 3581, 34 Stat. 585 [U. S. Comp. St. Supp. 1907, pp. 909, 910]) do not confer on the Interstate Commerce Commission or on the federal courts jurisdiction over an action by a shipper or the lawful holder of the bill of lading against the initial carrier for loss or damage done to the property pending an interstate carriage of it. But, even if these sections confer jurisdiction on the commission or on the federal courts as to such a controversy, the jurisdiction so conferred is cumulative, and not exclusive, and the state courts may nevertheless entertain such an action.—*Southern Pac. Co. v. Crenshaw Bros.* Court of Appeals of Georgia. 63 S. E. 865.

Broker's Measure of Damages.—On a customer's refusal to deliver stock to a broker which the customer had ordered the broker to sell, it is the right and duty of the broker within a reasonable time to purchase the stock in the market; and the measure of his damages against his customer is the increased price which the broker is compelled to pay.—*Bank of Bisbee v. Graf.* Supreme Court of Arizona. 100 Pac. 452.

Fire from Railroad Engine.—In an action for loss by fire caused by sparks from a locomotive, evidence that a few days after the fire the wire netting in the spark arrester exhibited signs of recent repair was admissible to show that there had been an opening in the spark arrester, which was subsequently covered by the patch seen on it.—*Byers v. Baltimore & O. R. Co.* Supreme Court of Pennsylvania. 72 Atl. 245.

Joint Rates of Connecting Carriers.—The general rule that connecting roads, each having a legally established local rate, but no joint rate which has been filed and published as required by law, cannot by contract make a joint rate for less than the sum of the two locals has no application where such roads have no established local rates.—*Kansas City Southern Ry. Co. v. C. H. Albers Commission Co.* Supreme Court of Kansas. 99 Pac. 819.

Buyer's Recovery of Damages.—A buyer of goods who bases his claim to damages for the seller's failure to deliver on profits which he could have realized must minimize the damages by going into the market and purchasing as much of the goods as possible, but a buyer asking damages for the difference between the contract price and the market price need not attempt to buy other goods.—*Stahr v. Hickman Grain Co.* Court of Appeals of Kentucky, 116 S. W. 784.

Void Provision in Telegram Blank.—A provision in a contract with a telegraph company, relieving it of liability for delay in the delivery of a message, is void as contrary to public policy, and is also in conflict with St. 1898, Sec. 1778, providing that a telegraph company shall be liable for all damages occasioned by the failure or negligence of its servants in receiving, copying, transmitting, or delivering dispatches.—*Fox v. Postal Telegraph Cable Co.* Supreme Court of Wisconsin. 120 N. W. 399.

Overcharges by Public Warehouseman.—Where a public warehouseman exacted overcharges for the storage of cotton, which one engaged in the business of buying, selling and shipping cotton had to pay, but the overcharges were too inconsiderable to warrant the conclusion that the dealer's business would be ruined thereby, the dealer could not invoke equity to restrain the collection of overcharges on the theory that he would suffer irreparable injury.—*Gulf Compress Co. v. Harris, Cortner & Co.* Supreme Court of Alabama. 48 South. 477.

Damages for Breach of Warranty of Seed.—Where one sells seed under a warranty, and the seed produces a crop not harmful to the land, but of a poorer character, or of an inferior quality and less value than would have been produced had the warranty been fulfilled, the measure of damage is the value of the crop of the true product such as the seed was warranted to produce and such as would have ordinarily been produced that year, less the expense of raising it, and less also the value of the crop actually raised from the seed delivered.—*Vaughan's Seed Store v. Stringfellow.* Supreme Court of Florida. 48 South. 410.

Demurrage Rules.—In rules of a railroad company requiring the payment of a demurrage on cars where more than a stated number of days elapse "between the date of arrival of each car and date released," the phrase "date of arrival" must be construed in its ordinary sense, as meaning the date on which the car in fact arrives at its point of destination, and not the date on which the consignee receives notice of such arrival, and "date released" as meaning the date when the car becomes again available for use by the company.—*Central R. Co. of New Jersey v. Hite.* U. S. Circuit Court, Eastern District of Pennsylvania. 166 Fed. 976.

State Court Has Jurisdiction on Interstate Overcharge.—In interstate transportation the question whether the rates contained in the schedules filed and published by the carrier are unreasonable addresses itself exclusively to the Interstate Commerce Commission and the federal courts. If, however, a carrier in a given case charges more than the published rate, a suit for the overcharge may be maintained in the state court. It not appearing in the present case that the carrier charged more than the published rate, the court did not err in sustaining the demurrer to the petition.—*A. P. Brantley Co. v. Ocean S. S. Co.* Court of Appeals of Georgia. 63 S. E. 1129.

Car Shortage—Apportionment.—L. applied to the district court for, and secured, a peremptory writ of mandamus, which directed the railway company to furnish 50 cars, at the rate of at least 5 cars per day, for his use. There was a general shortage of cars and locomotives available for the use of the patrons of the carrier, but the railway company had exercised diligence to provide adequate equipment for the transaction of its business. Held that L. was only entitled to a just division of the empty cars that should have been apportioned by defendant to the station where L. was engaged in business.—*Dobney v. Chicago & N. W. R. Co.* Supreme Court of Nebraska. 120 N. W. 165.

Flood Damage Thru Carrier's Negligence.—In an action against a carrier for injury to four car loads of grain by a flood, whether the master of the yard in which the cars were placed and his assistant, who knew that floods in which the river rose over 28 feet were not unusual, and that it had been above that height four or five times in the five preceding years, and had reached a height of 32.4 feet, and that there had been a rapid rise during the day, were negligent in placing explicit reliance on the reports from the weather bureau, and the manager of a river coal company, whose experience gave weight to his opinion that the water would rise 26 or 28 feet, and possibly higher, and in not removing the cars to higher ground, was for the jury.—*Smith v. Baltimore & O. R. Co.* Supreme Court of Pennsylvania. 72 Atl. 264.

Damage by Flood.—In an action against a carrier for injury to four car loads of grain by a flood, an averment in the statement of claim that the cars were diverted from the usual course of transit by placing them in a certain yard, instead of carrying them into a certain other yard, is not borne out by the proof, where it was specified in the bill of lading that the grain should be carried to "the usual place of delivery at said destination," and the undisputed evidence was that for seven years prior to the flood all consignments of grain for delivery at the point in question, unless specially consigned to consignees who had private sidings, had been placed in the yard in which the grain was placed for inspection and reconsignment, and that plaintiff knew of the usage and expected the cars to be placed there.—*Smith v. Baltimore & O. R. Co.* Supreme Court of Pennsylvania. 72 Atl. 264.

Commission Merchant's Lien for Advances.—If a warehouseman be also a factor, and commission merchant—that is, if he not only receives goods and merchandise to be stored for hire, but is also an agent intrusted with the possession, control, and disposal of goods of his principal for a commission—then he has a lien on the property of the principal in the possession of the factor for all advances made thereon and expenses incurred in respect thereto, and, as a general rule, may sell, in accordance with the usages of trade, a sufficiency of the property to cover such advances and expense. If, however, there be a special contract between the principal and his factor, limiting and defining the powers of the factor, the parties will be bound by its stipulations, though contrary to the general rule.—*Whigham v. Fountain.* Supreme Court of Georgia. 63 S. E. 1115.

Supply Trade

Geo. J. Noth is manager of the Chicago office of the Barnard & Leas Mfg. Co.

The American Scale & Gasoline Engine Co. has been incorporated with St. Louis as headquarters.

The National Gas & Gasoline Engine Trades Ass'n will hold its next meeting at South Bend, Ind. June 22-23-24.

The Tandem Gas Engine Co. has been organized and incorporated at Houston, Tex. with a capital stock of \$50,000.

Have had a very good business in Cyclone Dust Collectors and business looks promising for future.—Wm. Knickerbocker.

The Field-Brundage Co. sent a car load of gasoline engines to Europe this month; the engines to be equally divided between Antwerp and Hamburg.

Fred Friedline who is building an elevator at Memphis writes, "Business is good. I never had work going so nicely as now. Plenty of mechanics at fair wages. Material may be obtained quickly and cheaply."

The National Automatic Scale Co. of Bloomington, Ill. has issued a 3 page illustrated circular describing the National Automatic Scale. It concretely states 13 advantages of using the National scale and some other interesting facts.

The Winters-Coleman Scale Co. reports that the first car load of Sonander scales have been installed for the Updike Grain Co., and the second car has gone forward. A Sonander has been installed in elevator at 87th st. Chicago for bagging.

Advertising not only helps you in making sales, but it constantly keeps you in the mind of the dealer. In other words, it maintains the acquaintance which you establish with him, and when another salesman from a competing company comes along the dealer has not forgotten you. Any salesman realizes how important it is to keep himself and his goods in the mind of the buyer.—*Mahins Messenger*.

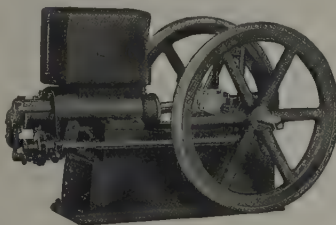
The Monarch Engineering Co. has been organized in Buffalo to build fire proof grain elevators, concrete and steel construction, and coal handling plants. H. R. Wait, the president of the company, was formerly Chief Engineer of the Steel Storage & Eltr. Construction Co. T. H. Hennessey is V. P. and Sec'y of the company. The company has started to build a 700,000 bus. steel plant for the Wheeler Eltr. Co. of Buffalo, and expects to close contract for several other jobs soon.

The B. S. Constant Co., manufacturers of the U. S. Fan Discharge Corn Sheller has recently improved the machine. The new sheller is mounted on a wood frame but retains the quick repair features. The fan is separate from the sheller with interchangeable cups which are run at reduced speed thereby delivering the contents of the sheller without great force, thus avoiding the volume of dust stirred by the fan running at the same speed as the cylinder. Patents are pending on this and other improvements. The company reports a good business with prospects for a large increase in sales of its grain handling specialties.

The Hamilton Rubber Mfg. Co. announces the death of its former president E. D. Cook on Monday, April 19, 1909 at Trenton, N. J. The works were closed Tuesday and Wednesday out of respect to the memory of the man whose industry has helped to make the Hamilton Rubber Mfg. Co. a well known, prosperous institution.

Hopper Cooled Gas Engines.

Gasoline engines are generally cooled by the circulation of water about the cylinder; the water prevents over-heating and helps to avoid premature ignition of fuel. Water tanks and water pumps for cooling entail certain disadvantages, since they are cumbersome and require a great deal of water to keep the engine cool. The Witte Iron Works Co. of Kansas City, believes it has over-



A Hopper Cooled Gasoline Engine.

come these disadvantages by a hopper cooling device illustrated herewith.

The hopper cooler is a cast iron box placed directly above the engine cylinder which holds the water. The open top of the cylinder and the open hopper permits rapid evaporation; when the steaming water from the cylinder comes in contact with the open air it condenses quickly. Water exposed to the open air will cool 20 to 30 times quicker than water in a jacket, and with an open hopper it is maintained an engine may be operated with 20% to 30% less water than is used in the average tank.

The hopper cooling device decreases the weight of the engine and increases its efficiency, lessens the amount of water needed to run the engine and reduces danger from freezing in cold weather. This method is proving popular and efficient.

The wheat growing has been a failure in Brazil the government will grant a subsidy under a decree just issued by Pres. Penna, as follows: "For syndicates organized for the purpose of growing wheat there will be paid a bounty of 15,000 milreis (\$4,500) per annum for five years, provided not less than 200 hectares (494.2 acres) are planted and cultivated under the direction of a competent wheat growing expert. To each syndicate a further bounty or subsidy of the same amount will be paid for the establishment and maintenance of a mill for the grinding of at least 1,400 bushels of wheat of the syndicate's own crop. Where five or more such syndicates combine for the establishment of an experiment station for the growth and study of the entomology, phytopathology, microbiology, and other characteristic elements in wheat growing and are properly equipped for the work, a bounty of 20,000 milreis (\$6,000) will be paid, such bounty also to continue for five years."

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Numbered, Firm name or initials on press die. Write



Northwestern Car Seal Co.
25 South Jefferson Street, Chicago, Ills.

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of the Ohio washes Cincinnati's southern boundary on its way to the sea, so the grain produced in the Mississippi Valley is passing thru the hands of the Consolidated Grain & Hay Company on its way to the consumer. Put your grain in the channel which leads to top notch prices and good service.

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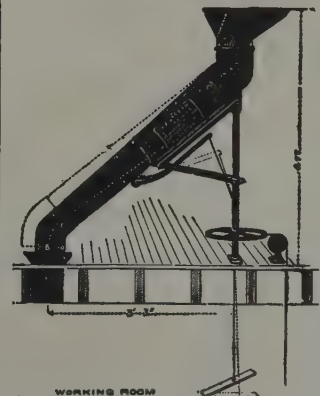
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Patents Granted

Weighing Machine. No. 918,442. (See cut.) John C. Graham, Grandville, Mich. This device is very simple, a wheel carrying two trays which when filled depress the wheel to pass a catch. One screw conveyor feeds and another removes the material. The axle of the wheel is balanced on a beam.

Sack-Holder. No. 917,820. (See cut.) Richard H. West, Oakland, Md. Uprights connected by girders support a frame in which a hopper is pivotally mounted. The bag-holding members are disposed beneath the frame on the opposed sides and supported by the girders, the free ends of which extend upwardly thru the frame and flange.

Grain Cleaner. No. 917,016. (See cut.) Geo. R. Davidson, Lenox, Mich. A conical casing is provided with a feed inlet and discharge opening, a conical impact beater spaced from the casing journaled for rotation and having its apex presented to the inlet. Means are provided for directing the material forcibly against the apex.

Automatic Weigher. No. 917,882. (See cut.) Heinrich W. Meyer, Berlin, Germany. A rotatable single chambered receptacle is mounted so that when partially filled it is overbalanced, and consequent rotation is limited by means which are inoperative when the receptacle sinks subsequently as the complete load is filled in, the receptacle being fed thru main and auxiliary valves.

Grain and Seed Separator. No. 917,339. (See cut.) Heinrich Moebus, Braunschweig, Germany. A combination of longitudinal paddles is arranged about the inner periphery of a drum, their transverse dimension being tangentially inclined. The paddles are provided with transversely inclined rounded cavities, a small space being left between the edges of the paddles and the inner periphery of the drum.

Seal. No. 917,410. (See cut.) Edward J. Brooks, East Orange, N. J. The seal is press-fastenable. Its shackle is of sheet metal with rivet holes in the ends. A soft metal rivet is fastened in one of the holes and constructed to protrude thru the other rivet hole preliminary to the press fastening operation. Guard devices at the outer sides of the shackle ends prevent cutting off and replacing either disk of the pressed rivet.

Scraper for Grain Sieve. No. 918,095. (See cut.) Chas. H. Scott, Minneapolis, Minn. A series of scraper blades is arranged edge-wise on the surface of the sieve, the blades allowing the free passage of the grain and yielding, upon striking obstructions in the sieve. The scraper is supported on a reciprocating frame having hangers loosely mounted thereon and carrying springs engaging the hangers, which engage the blades.

Gate for Bins. No. 917,746. (See cut.) A. E. Brown, Cleveland, O., assignor to Brown Hoisting Machinery Co., Cleveland. At the mouth of the spout is an oscillating gate composed of parallel, sector-like pieces united at their outer ends by a curvilinear damper piece and pivotally connected at their inner ends with the bin. The upper or cut-off edge of the damper piece is in a plane tangential to the piece, but at an angle with the axis of rotation of the gate.

Huller. No. 918,226. (See cut.) Diedrich Uhlhorn, Jr., Grevenbroich, Germany. Secured to the casing is a bedstone having a lower working surface, while keyed to the shaft below the bedstone is a runner having an upper working surface, the diameter of the runner exceeding that of the bedstone. An adjustable ring encircles the bedstone and projects below the working surface thereof and faces the working surface of the runner to form a circular discharge slot.

Bag-Holder. No. 918,355. (See cut.) John R. McGowan, Gaffney, S. C. This attachment for scales comprises two arms to be secured at one end to the under side of a scale platform, the opposite ends being dish-shaped, a standard having an extension, an arm having a sleeve at one end adapted to be received over the standard and a looped member at the other end, a funnel in the looped member and a pawl on the arm held in engagement with the standard for holding the arm in different elevated positions.

Apparatus for Pickling Grain. No. 917,712. (See cut.) Joseph Carpenter, Oak Lake, Man. For the treatment of seed grain a receptacle is constructed of a plurality of slats spaced apart to permit the free ingress and egress of the liquid. At the top of the grain receptacle is a supporting ring; and a clamping block is carried by the liquid receptacle, arms supported on the liquid receptacle having a hinged joint carried by the clamping block around which the grain receptacle has movement.

Rice Huller. No. 918,048. (See cut.) Daniel J. Hayes, Houston, Tex. The huller comprises a cylinder shell having a feed end and an outlet end, the feed end being provided with a set of ribs extending from the outer end thereof in a spiraled manner about $\frac{1}{4}$ of the longitudinal distance between the ends thereof, another set of ribs extending in a reverse spiraled manner to about the longitudinal center of the cylinder shell, while a third set of ribs unites with the second set and extends to the outlet. The aggregate length of the three sets of ribs is equal to the length of the cylinder, and the third set has a gradual upward curve.

Corn Grader. No. 917,240. (See cut.) Adelbert S. Beymer, Kansas City, Mo. A tubular casing is provided with openings and inwardly projecting lips and a longitudinally extending table within the casing and provided with channels in its upper side. The casing is secured on a shaft journal in a frame and is provided with inlet and discharge openings at opposite ends and with intermediate openings and lips at the margins of these openings to deflect thru the latter the kernels of corn. A table is disposed longitudinally within the casing and pitched downwardly and laterally, arms depending from the table having counterbalance weights secured to them at the lower ends.

Car Lock and Seal. No. 917,089. (See cut.) John MacKenzie, Watervliet, N. Y. The seal consists of a frame which is bolted to the door frame of the car, the upper portion of the frame having a staple and the lower portion having a chamber into an opening in which the seal is inserted. A pin having the lower end beveled passes thru the staple into the chamber and is held

by a spring therein. When the pin is withdrawn the thin seal is placed in the chamber. Under the top of the chamber is a slide having a hole corresponding to the pinhole of the chamber, and when the pin is in place the side of the slide completely covers the opening for the insertion of the seal. The spring holding the pin can not be pushed back without breaking the seal.

Imports and Exports of the Philippine Islands.

Imports into the Philippine Islands for the 9 months prior to Oct. 1 included 133,381 bus. oats, 168,940 bbls. wheat flour, 1,735 tons hay and 278,889,000 lbs. rice; against 94,119 bus. oats, 182,882 bbls. wheat flour, 1,342 tons hay and 175,519,800 lbs. rice for the corresponding months of 1907.

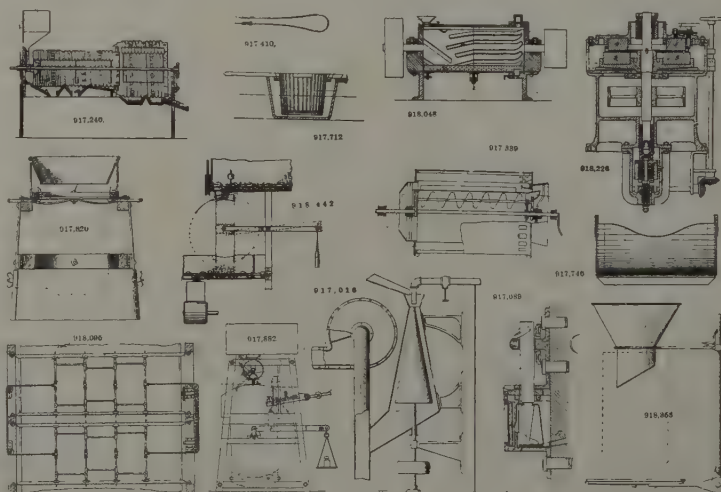
Of hemp, the leading article of export, the Philippines exported 90,865 tons during the 9 months prior to Oct. 1; against 87,435 tons during the corresponding period of 1907, as reported by the War Department.

Exports of Breadstuffs.

During the 9 months prior to Apr. 1 our exports of breadstuffs included 61,975,000 bus. wheat, 8,842,200 bbls. wheat flour, 28,854,700 bus. corn, 1,355,000 bus. oats, 1,263,900 bus. rye, and 6,103,000 bus. barley; against 86,754,800 bus. wheat, 11,000,000 bbls. wheat flour, 47,488,000 bus. corn, 972,500 bus. oats, 2,067,500 bus. rye and 3,756,400 bus. barley during the corresponding months of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics.

Oats is the only grain showing an increase and that a small one. On wheat especially prices have been against the exporters, shipments for the single month of March, 1909, having been less than half those of March, 1908. Corn gained during March, the exports of that grain having been 4,822,274 bus., against 4,428,897 bus. The total value of all breadstuffs exported during the 9 months shows a decline from \$174,990,000 in 1907-8, to \$132,063,000 in 1908-9.

The Western Elevator Co. of Winona, Minn., is about to inaugurate a campaign looking to inducing farmers of southern Minnesota to get back into the old system of barley raising.



Seeds

Adrian, Mich.—The new clover seedling is practically all gone.—W. A. Cutler.

Collett, Ind.—The clover is very poor, meadows very light.—Jesse L. Peters.

New York exports of clover seed last week were 100 bags, and the imports none.

Ross Bros., of Worcester, Mass., recently suffered \$2,000 loss by fire in their seed store.

The pure seed bill which passed the Nebraska legislature, S. F. No. 196, has been signed by Governor Shallenberger.

We have had the biggest seed business in years. There is a large stock at Toledo and much will be carried over.—Walter Stone.

The demand for seeds at Detroit, Mich., is good. The clover seed market is especially active, while there is a normal demand for timothy.—B.

George Born has resigned his position as sec'y-treas. of the Manitowoc Seed Co., Manitowoc, Wis. Albert Guttman remains pres., Geo. P. Anderson, vice. pres., and L. H. Vetting is sec'y-treas.

Dodder in alfalfa seed is the subject of a recent circular, No. 8, by the New York Experiment Station at Geneva, N. Y., illustrating and describing a farm method of separating that parasite.

O. S. Jones & Co., seed dealers of Madison, S. D., will transfer their headquarters to Sioux Falls, S. D. Among those interested are Earl Kelley, A. E. Fuller, H. M. Jones and O. S. Jones.

Michigan is one of the largest clover seed producers. They raised more than Ohio in 1906. They have suffered some, but our reports indicate less damage than in Ohio and Indiana, the largest clover seed producers, which generally raise more than all the other clover seed states combined.—C. A. King & Co.

Toledo dealers are somewhat mystified over the high prices of clover seed with stocks larger than they have ever been at this time of year. The clover seed speculator seems to be infected with the general bull fever which has permeated the grain industry and has kept pushing the seed market higher regardless of the stocks on hand.

The Crabbs-Reynolds-Taylor Co. of Crawfordsville, Ind., will soon build a four-story, reinforced concrete seed warehouse, 40x80 feet. The outside walls will be veneered with brick. A continuous belt elevator will be installed to facilitate the passage of employees to different floors, and a large freight elevator will be installed to move the seed.

Liquidation has hurt clover seed prices. Speculation stimulated by bad crop reports and low prices caused recent bulge. When the speculative demand abated and longs let go, prices declined sixty cents from the top. Wheat and clover seed are not sisters, but they occasionally sympathize, especially during speculative sprees. The crop prospect has improved a trifle, but the outlook continues for a short crop. Cash demand for shipment is nearly over, but speculators and dealers will continue taking the offerings. There is still some April liquidation to come, but fresh trades are all in the new crop futures.—C. A. King & Co.

Toledo received during the week ending Apr. 24, 2290 bags of clover seed and shipped 2535 bags; against 160 bags received and 430 bags shipped during the corresponding week of 1908. For the season receipts have been 149,221 bags and shipments 115,933 bags; against 28,864 bags received and 31,766 bags shipped during the corresponding period of 1907-8. Alsike receipts for the season have been 8,898 bags; against 4,210 bags for the corresponding period of the preceding season.

London, Eng.—Spring seed sowing demand now in full blast. With favorable weather a good old-fashioned season is well within reason. Already buyers insist on prompt delivery, quality and prices a secondary consideration. Stocks none too plentiful and higher prices are to be expected. English reds coming out modestly with no unloading of trash, such as came on market earlier in season. French reds fine qualities very scarce, but medium grades more plentiful at tempting prices. American reds, all qualities, offering at fair prices. Chilians not so popular.—Corn Circular.

Chicago received during the week ending Apr. 24, 994,700 lbs. timothy seed, 112,000 lbs. clover seed, 701,000 lbs. other grass seeds, and 24,000 bus. flaxseed; against 202,000 lbs. timothy seed, 260 lbs. clover seed, 40,000 lbs. other grass seeds and 47,000 bus. flaxseed during the corresponding week of 1908. Shipments for the past week have been 325,900 lbs. timothy seed, 304,500 lbs. clover seed, 353,800 lbs. other grass seeds and no flaxseed; compared with 38,600 lbs. timothy seed, 6,260 lbs. clover seed, 784,300 lbs. other grass seeds and 4,780 bus. flaxseed, during the corresponding week of last year.

During March 347 samples of clover and grass seed were analyzed for purity in the Canadian central seed laboratory. Of these, 266 were sent in by seed merchants and 81 by farmers. Of the 167 samples of red clover seed, 83 graded No. 1, 74 were saleable but not first quality, and ten were prohibited from sale under the Seed Control Act. Of the 65 samples of alsike 18 were No. 1, 37 saleable and 10 prohibited. Of the 79 samples of timothy 73 were No. 1, 6 saleable and none prohibited. Four mixtures were analysed, and of these none were of first quality, three were saleable and one was prohibited.

Exports of seeds during the 8 months prior to Mar. 1 included 13,425,500 lbs. clover seed, 17,193,900 lbs. timothy seed, other grass seeds valued at \$407,000, and 880,000 bus. flax seed; against 2,875,000 lbs. clover seed, 19,785,300 lbs. timothy seed, other grass seed valued at \$435,300, and 4,224,000 bus. flax seed during the corresponding period of 1907-8. Imports of seeds during the 8 months included 8,285,700 lbs. clover seed and 41,100 bus. flax seed; against 15,375,000 lbs. clover seed and 42,400 bus. flax seed during the corresponding months of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics.

We could not get along without your very valuable journal.—H. W. Van Dyke & Son, Winfield, Ia.

The Grain Dealers Journal is a great pleasure to me besides the help from its information.—J. M. Smith, Nevada, Tex.

Will always have a copy of Grain Dealers Journal on our desk.—H. B. Allen Sickel, mgr. Peoples' Grain Co., Ganado, Tex.

THE NEW ERA MAN LIFT



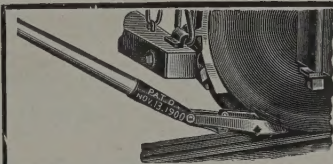
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Each of its 204 pages of linen ledger paper, size, 8 1/2 x 13 1/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

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It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 55, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents in 1 cent rates.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL
255 La Salle Street CHICAGO, ILL.

Suggestions for Fire Fighting Apparatus.

Chas. H. Ridgway, Sec'y of the Western Millers Mutual Fire Ins. Co., has favored policy holders with the following practical suggestions on equipping their elevators and flour mills with apparatus for quickly extinguishing fires in their incipency:

Statistics show that more fires in their incipient stages are extinguished by means of fire pails and barrels of brine (salt water) than by all other means combined. Fresh water is not acceptable, as it is conceded that one pail of brine is equal to four times that amount of fresh water for fire extinguishing purposes.

In both mills and elevators there should be a barrel of brine on each floor, basement, loft, cupola or Texas, and in each case should be placed at the head of the stair landing. If the area of each floor exceeds one thousand square feet, there should be an additional barrel of brine for each additional thousand square feet or fraction, providing the fraction exceeds two hundred and fifty square feet. Oil or pork barrels are the most serviceable. You can procure crockery barrels of 25 or 40 gallons capacity.

Each barrel must be supplied with two metal fire pails, and so arranged that they will not be used for other purposes. A good method is to tack them above barrels by means of a small piece of leather, yet loosely enough that they may be pulled down easily in case of fire. The best fire pail is that made of heavy galvanized iron.

To prepare the brine properly dissolve 75 pounds of salt and 3 pounds of bi-carbonate of soda in each barrel of water. This solution will not freeze nor become stale and offensive. Barrels should have dust-tight covers, and should be kept in good condition by renewing water and salt at least every six months. Fresh water is not only less efficient than brine as a means of fire protection, but becomes stale and unsanitary very quickly. The barrels should be in an accessible place, and nothing should be in the way to hinder their quick

use when needed. Seconds count in case of fire.

Chemical and powder extinguishers are also useful, but are not required by the mutual companies. A properly equipped standpipe and hose system is extremely efficient and a credit on the rate of insurance is given when installed with city water pressure. The standpipe, which must be at least 2 inches in diameter, should be located near the stairs, with connection upon each floor, including basement and cupola, and with sufficient amount 1½-inch cotton rubber-lined hose, with ½-inch nozzle, to reach to all points of the room. The hose should always be connected and ready for use.

Books Received

RAILROAD AND WEIGHING DEPARTMENT CONFERENCE.—The proceedings of a conference of the weighing department of the Chicago Board of Trade with representatives of various grain carrying railroads for the discussion of matters of mutual concern, at Chicago, Feb. 27, have been published in a pamphlet of 27 pages. The subjects discussed were seals, leakage records, leakage statistics, leakage knocking off top boards of grain doors, natural shrinkage, condition of car equipment, inside car linings, gravity switching, sweeping cars and trespassing. Issued by the Board of Trade Weighing Department, Chicago, Ill.

KANSAS STATE BOARD OF AGRICULTURE, BIENNIAL REPORT.—F. D. Coburn, secretary, has compiled the agricultural statistics of Kansas for 1907 and 1908 and for the preceding 20 years, together with tables, statements, summaries and diagrams showing the population, products, progress, and general development of the state. Assessed values and population are given by townships in each county and the acreage and product of each grain and seed crop are given for each county for the two years. Of the more than 1,000 pages in this illustrated volume, 344 are devoted to descriptions of the land and water fowls most generally reared on American farms, with directions for their breeding, maintenance

and profitable management, 250 pages to farm animals and 162 pages to matters of general interest to farmers. Kansas Department of Agriculture, Topeka, Kan.

VARIETY TESTS OF CORN, WHEAT AND OATS.—The results of co-operative tests of corn, wheat, oats, soy beans and cow peas during 1908 have been tabulated by A. T. Wianeko and C. O. Cromer. Tests were made of 20 varieties of corn, 5 varieties of winter wheat and 4 varieties of oats. Bulletin No. 132, Purdue University Agricultural Experiment Station, Lafayette, Ind.

CROP PRODUCTION IN WESTERN NEBRASKA.—In a bulletin by Professor W. P. Snyder the results obtained in crop production at North Platte, Neb., are intelligently summarized. The grain crops recorded are winter wheat, spring wheat, oats, barley, spring emmer (speltz), winter emmer, and corn. The yields during the seasons of 1907 and 1908 for winter wheat range from 20.85 to 66.9 bus per acre; of spring wheat from 22.6 to 40.57; of oats from 24 to 82.3; of barley from 16.2 to 67.7 bus per acre. Spring emmer yielded from 25 to 52.5 bus per acre. Varieties of corn adapted to the country yielded from 25 to 50 bushels per acre. Sorghum, milo, Kafir, alfalfa, and brome grass are considered the main forage crops. The yields of these are given. Bulletin No. 109, University of Nebraska Agricultural Experiment Station, Lincoln, Neb.

EAR ROTS OF CORN.—The ear rots of maize are due to a definite species of mold-like parasites, which grow on nothing but the corn plant, and the greatest destruction is done by one kind called *Diplodia Zea*. This disease of corn should not be confounded with smut. If the spores are kept away from the green ears the corn will remain sound. To eliminate the rot, infected ears should be carefully taken out of the field and destroyed at the time of husking. Unless the old stalks with their harboring fungus are effectually destroyed, corn should not be planted again where there has been much of the disease, for two years thereafter. The fungus and the diseased ears are very well described and fully illustrated by Professors Thos. J. Burrill and James T. Barrett in Bulletin No. 133 of the University of Illinois Experiment Station, Urbana, Ill.

FIRE INSURANCE A Few Things Worth Knowing About the Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

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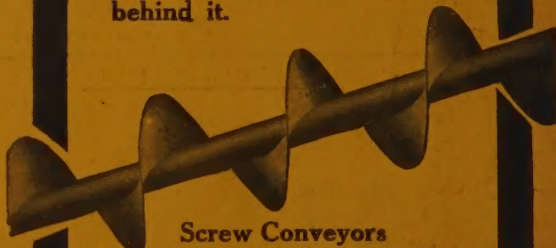
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